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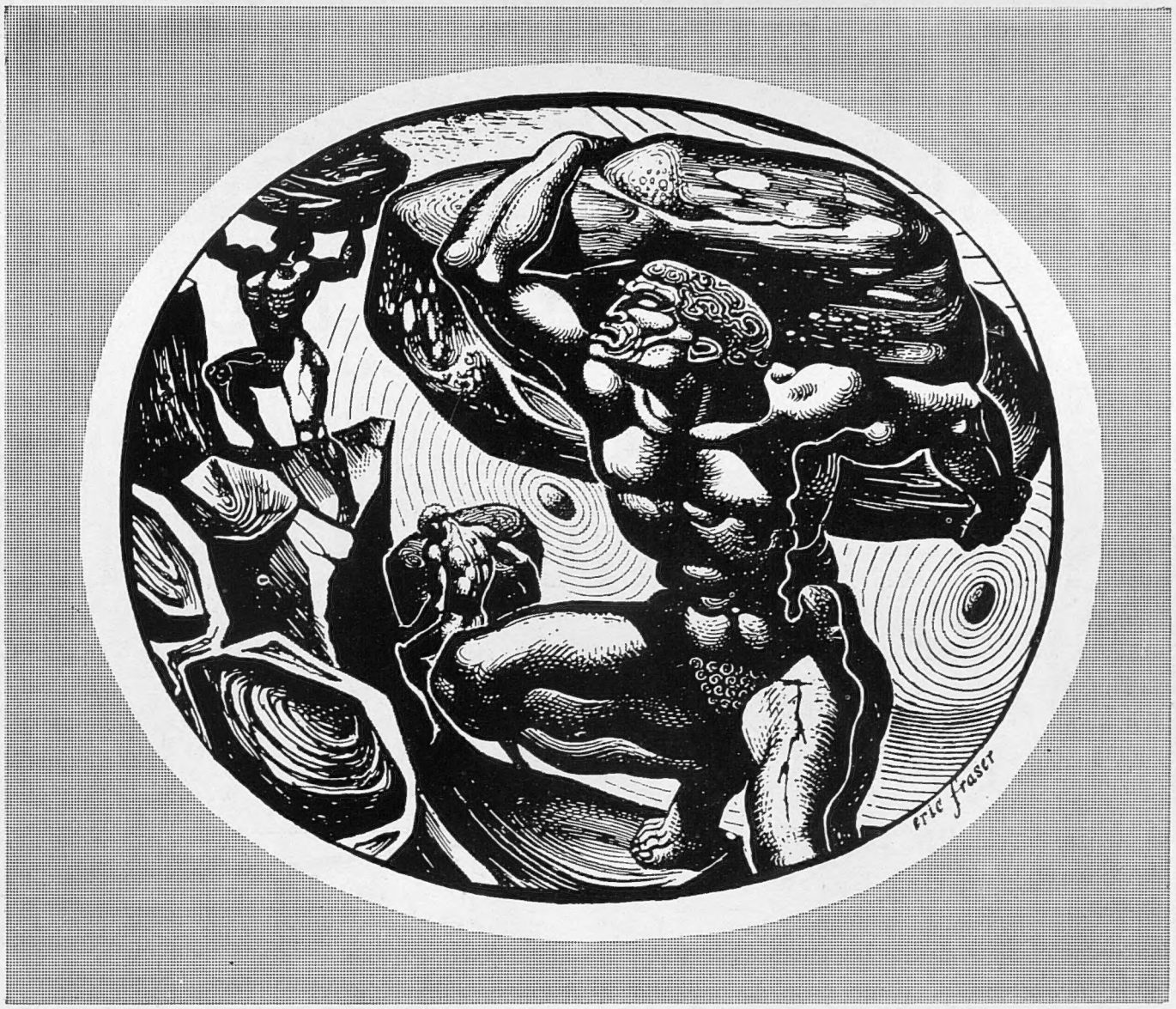

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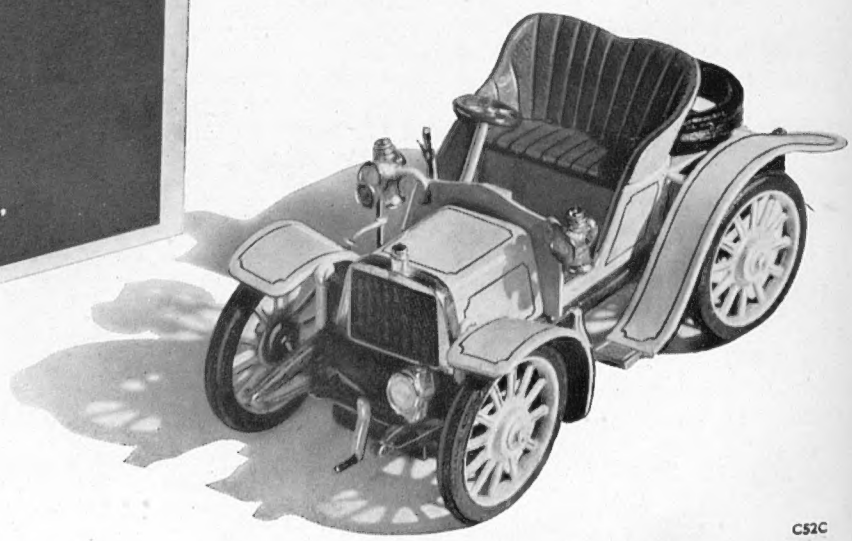

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Volume CCXXIX No. 2978

The SPHERE, London, April 27, 1957

The SPHERE

with which is incorporated THE GRAPHIC

ROYAL MAUNDY AT ST. ALBANS—THE QUEEN AT THE ABBEY AFTER THE FIRST ROYAL DISTRIBUTION OF MAUNDY MONEY OUTSIDE LONDON FOR 300 YEARS: With Her Majesty and the Duke of Edinburgh are the Bishop of St. Albans, who is the High Almoner, and other ecclesiastical dignitaries and county and civic officials. The nosegays which are being carried are the traditional precaution against plagues and epidemics. In the background is the bodyguard of the Yeomen of the Guard.

The Maundy ceremony derives from the *mandatum*, or new commandment given by Christ after the Last Supper. For centuries it has been closely associated with European Royal Families and taken different forms in various countries. In Great Britain it is nowadays confined to the gift of money from the Sovereign and the distribution is usually made in Westminster Abbey. This year, however, the Queen made a break with tradition which has held since the days of Charles II, and went to St. Albans, in Hertfordshire. In the Abbey there, as custom decrees, she should have presented purses with the specially-minted coins to as many men and women as there are years in her age. Unfortunately one of the thirty-one men was unable to be present owing to illness. He was Mr. Frank Whiteman, a former member of the staff of St. Albans Abbey, and he received his money in the hospital where he is a patient. All the recipients had to be living in St. Albans diocese. Among them were eighty-year-old Mrs. Myers, of Harpenden; a former member of the St. Albans Council, Miss E. R. Farlow; and an ex-Regular soldier, Mr. W. G. Bowles, also of St. Albans.

Postage—Inland, 3d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

NEW COMMONWEALTH PRIME MINISTER

SIR ROY WELENSKY IN LONDON: Lord Home, the Secretary of State for Commonwealth Relations, greets Sir Roy Welensky (centre) on his first visit to London since becoming Prime Minister of the Central African Federation of Rhodesia and Nyasaland. On the right is Mr. Lennox Boyd, Secretary of State for the Colonies. The meeting took place at the Commonwealth Relations Office last week.

RECEIVING THE BOYD TROPHY

THE FLEET AIR ARM'S PREMIER AWARD: Captain the Hon. V. M. Wyndham-Quin, R.N. (Retd.), presents the Boyd Trophy to Lieutenant R. H. Williams during a ceremony at the Royal Naval Air Station, Lee-on-Solent, Hants. The award was for a helicopter rescue from a sinking ship, which was accounted the outstanding feat of naval aviation in 1956.

LISTENING WITH BARBIROLLI

A TAPE FOR THE ANTARCTIC: Four members of the school orchestra at Vanbrugh Castle, the R.A.F. Benevolent Fund's School at Blackheath, in South-East London, listen with Sir John Barbirolli to a tape recording of the "Dam Busters March." They are (left to right) Roger Hawes, Michael Fenner, John Deeming and Vernon Towner. The tape is to be sent to the R.A.F. team working at Vahsel Bay in the Antarctic. The recording was made by the Hallé Orchestra, the R.A.F. Central Band and massed choirs at the R.A.F. thirty-ninth Anniversary Concert.

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A London Newsletter

195-198, STRAND, W.C.2.

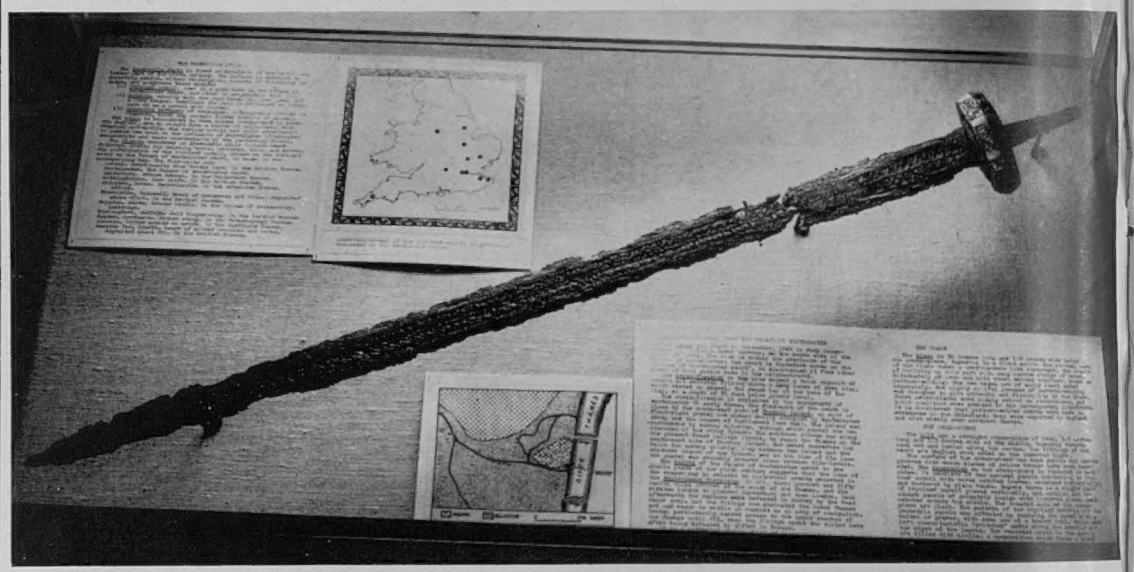
Up to the Unions.—The Cameron Report on the Briggs strike could become a new Magna Carta for British industry, sick and in fetters. No one can fairly call it anything but impartial, factual and, indeed, under-emphatic on where the chief blame lies. The Report by no means exonerated the employers. It found over the years "a certain insensitivity in mental attitude," and that means a failure to put themselves into the skin of a section of their workers with a full realisation that in the present state of national education less steady minds must inevitably be easily swayed by Left propaganda, by rumour and by exaggerated causes of grievance. But the Report completely justified their disciplinary action in regard to McLoughlin, and in condemning his actions urged the unions to accept his dismissal as just. The chief blame for the lamentable business lies on the union leaders. They failed in authority. Their efforts to put right what they knew to be wrong were half-hearted, muddled and ineffective. The workers themselves, largely through apathy, have allowed themselves to be wagged by their red tail. Shop stewards are their own chosen representatives intended to be controlled by those who elect them. For years these shop stewards have gained election because they were an active minority willing to attend meetings and air grievances, and adroit at raising funds. Admittedly among those stewards at Briggs were, and are, a body of responsible and better educated workers who have allowed themselves to be led by the nose by the more clamant and irresponsible. Thus the democratic machinery of the T.U. movement has fallen into the hands of this irresponsible minority, because the majority of the workers have been apathetic or weak and the union leaders inefficient. In effect, there has been at Briggs and elsewhere for years a union within a union, and the authority and power and duties of the greater have been absorbed and misused by the less. Will McLoughlin still be the martyr to justify further trouble at Briggs? Or will the plain and clear and frank findings from the clearest evidence be accepted alike by management, unions, shop stewards and workers as a signpost and a warning, a warning that without discipline and respect for authority and the pledged word, no organisation of employers and workers can exist efficiently, and that efficiency not only means present and future security, but can only be achieved by understanding of the difficulties and aspirations alike of managements and of workers. And that last essential depends on the re-establishment of authority by the Unions, on the ending of apathy by the bulk of the workers, and on a new effort by managements to establish a closer personal touch with their employees.

Budget—Yours and Mine.—Treasury jargon is about as complicated as that of science, medicine and bill-draughtsmanship. I have to wait each year until skilled translators have supplied a clue to the various benefits which I (and perhaps you) seem to be offered. I wait for "letters to the Press" by those who have time and brains to interpret. I gather I shall not grow fat on the 1957 Budget. I shall run my car a mile or two further with no extra expense. But, being old and lazy, I do not now qualify to enjoy the benefits granted to the income groups whom the Chancellor has regarded as most in need of justice and relief. All of them are, more or less, above my earning capacity to-day. And if you, like me, are below the line in earning capacity by even £1 per annum, and if your children are grown-up and your house adequately supplied with faded carpets and chipped but workable crockery and pots (bought at famine prices), you won't grow rich on the opportunity Budget; and if you are young enough to contemplate uprooting and can bear the idea of a new life in a new country, and set no great store by the few surviving traditions and amenities of England, you will not give up your place in the emigration queue. We believed that *we* were the depressed class whom tardy social justice was to relieve at last. But it is not so. We don't earn enough to be worth relieving. The battle of opportunity is to the strong, the race to the swift.

The "Romance of War."—I ventured recently to notice the "curious" fact that any discussion in any Assembly of nuclear weapons and experiments is invariably conducted in an atmosphere of gloom, and that the speakers, though they may rise to oratorical heights when they touch on other themes in the same speech, can never conceal their shame, their doubt, their sense of guilt and their ignorance of nuclear projects and policy. Another "curious" fact occurs to me. The phrase "the romance of war" has only quite lately begun to be dissected and exposed. Think of the literature of war from Homer to modern times; think how the poets have hymned its romance; think of the miles on miles of bookshelves devoted to war's romance from Thermopylae to the Normandy beaches, the gallant 300, the one and the fifty-three, the Light Brigade, the thin red line, Zeebrugge, and all the glory. Even after Belsen and the V-bombs and the blotting-out of capital cities by "conventional" weapons, the "romance of war" was suffered to survive through the heroism of the puppets who danced so bravely when the strings were pulled, or outran human endurance in prison escapes. But after Hiroshima . . . ? Is it not true that the "romance of war" then went out of fashion as swiftly as did black satin at the modiste's when Mrs. Manning elected to be hanged in black satin? It will still need superhuman courage to blot out a teeming city and 100 miles radius round it. But somehow I do not think we need build the bookcases to accommodate the war books which will glorify those deeds of heroism if they come. And why? Because "those who come to equity must come with clean hands" or comparatively clean hands. And those who claim the verdict and the praise of posterity in war must believe at least in the rightness of their cause and the weapons with which they fight for it.

Age of Violence and Silliness.—Mr. Roger Fulford's *Votes for Women* has had the Press which it clearly deserved for its clear proof of exhaustive research, its restraint and fairness, its rejection of sensationalism, its extreme accuracy, and for all those qualities of coolness, humour and suave but kindly cynicism which have made his books a pleasure to read, as well as an authoritative contribution to history. Even the critic's tongue of jealousy, which is sometimes heard concerning books whose success is gloriously assured before publication, was silenced. It is rather from critiques of his book than from the book itself that a quite serious—a global—result of the movement has been suggested. There is nothing at all new in the speculation as to whether the granting of female suffrage, when it came, proved a Good Thing for Britain, for women, for Parliament, for Society. There is something more novel in considering whether, from this victory of British Amazons, stem some of the major evils from which the world is suffering to-day. It is fair to say that it is an age of violence and of silliness all over the world's face. Would that face be less frowning and foolish if

AN ANGLO-SAXON SWORD FOUND IN LONDON



A NEW-FOUND RELIC: An Anglo-Saxon sword, which was found during deep excavations in Victoria Tower Gardens, near the Houses of Parliament, is on display at the Jewel House in Westminster. It is of ninth-century origin, and the blade is about 30 ins. long. The sword remains a fine example of its maker's skill.

the battle had been lost? Their cause was just, but, to win their cause, the women resorted to militancy and with a gusto (said Raymond Mortimer) that in retrospect seems ominous. "In no time British generals were threatening mutiny and soon half the world was whipped into an orgy of violence." No doubt the women's movement was as old as the Chartists. No doubt Governments will always react obstinately against violence, and no doubt nothing but violence can enable minority movements to win their majority. That is true from Magna Carta to Cyprus. But emancipation from fetters was a mighty impulse long before the Suffragettes became front-page news, and it was only a matter of months before a much more powerful explosion than Mrs. Pankhurst's (World War I) released those explosive gases which have never ceased to split and rend the formal façade behind which some of us lived in uneasy security in Victorian times. I think that part of the grave charge is too heavy to be laid against the Suffragettes. I see some force in the other count: "Probably the worst effect of female suffrage has been its influence on popular journalism where no plea is thought too feeble or too base to sway the woman elector," or, indeed, to increase circulations. No one ever seriously doubted that women could be as brave as men, as tough to endure, and, on the whole, are less inclined to moderation and compromise than men over issues deeply felt. But I think perhaps the male sex had and has something on them—if only a very little—in recognising and resisting the more egregiously trivial, shoddy, irrelevant and silly.

Triptych.—No writer could be less qualified than I to act as critic of drama or, indeed, of novels, and I very seldom venture into that alien field. But there came into my hands a copy of Lord Bessborough's *Triptych*, a trilogy of historical plays of a political-religious character dealing with a notably obscure period in the thirteenth century in the reigns of Henry III and Edward I. The struggle between the Monarchy and the Church and between the kings and the great nobles in an era in which were sown the tiny seeds of democratic Parliamentary government, is the theme of these plays, which fill a historical-dramatic gap between Shakespeare's King John and Marlowe's Edward II. *Triptych* is published by Heinemann Limited. The first play, *Like Stars Appearing*, was staged twice, the last time in 1954 at Glyndebourne, and was very well received by discerning critics. Its hero was St. Richard of Chichester. The second, *The Noon is Night*, has Simon de Montfort as its hero and martyr, and at Eastertime had as warm and discerning a reception at the charming Assembly Room in Chichester. It carried conviction. Always, I suppose, a major difficulty with writers of historical plays and novels (and the remoter the period, the more difficult the problem) is the choice of language in which to convey the dialogue. Research and imagination can to a satisfactory degree get into the skin of medieval kings and prelates, and reconstruct a convincing setting and restore an atmosphere. The choice of language in which to convey the speech is a harder task. It must be a compromise. We really know very little about the bulk of the dictionary of words in common use by our medieval ancestors, and we probably underestimate its variety. Often enough a "new" slang term of the twentieth century is found surprisingly to have been current in the sixteenth or earlier. The dramatist must avoid the modern term which seems to shock or evoke ridicule, but he must certainly clothe his speeches and dialogue in a language which his modern audience can comprehend, if he is to get across the footlights. And this problem Lord Bessborough has tackled admirably, working hand in glove with his producer, his musical composer and director, and his scenic expert.

Freeman Wills Croft.—I owe a debt to many writers of detective stories. I find them recreational, like crossword puzzles. I am a wizard at solving the latter. I never have a clue to the former. Croft did his best for me. He broadcast his clues. Like his detective, French, he was a plodder. He knew his stuff, knew what the C.I.D. and the police could and could not do, and he added realism to his fiction by carefully going over the ground over which he spread his plots, using a camera and a milometer. He and his detective wore down his criminals by sheer hard work and logical elimination, and in the process he made the most unlikely devices and the most elaborate preparations for a crime appear possible. Very few modern detective stories seem to me worth a second reading. I make an exception of *Sir John Magill's Last Journey*, which I have read half a dozen times. Croft was well equipped to write it. He knew all about railways and motor-boats, and he knew his terrain and measured it out in yards and split seconds. And the result was exciting, convincing and satisfactorily sensational I rank *Sir John* as his masterpiece, and *The Cask*, his first effort, claimed as his best, rather low down in his long list. But he was usually readable, though he could not follow the Master, Wilkie Collins, in the creation of character and he had not the sense of humour of Collins or of my present favourite, Henry Cecil, who is a master of court procedure in murder trials.

THE OLD STAGER

PREPARING FOR THE NEW CRICKET SEASON

WORK ON THE NEW MOUND STAND AT LORD'S: A crane looms over the new girder stand on the Mound at the headquarters of the M.C.C. The reconstruction of this stand started in September 1956 and will continue throughout the coming cricket season, but it is hoped that at least the lower tier will be available for use this year. The new stand will have a seating capacity of approximately 2,900, and will contain a Press box on the top tier, together with ancillary amenities. There will be seats for at least 105 representatives of the Press. It is expected that the stand will be completed in time for the 1958 season.

On left—

THE EASTER CRICKET COACHING CLASSES AT LORD'S: The Middlesex County professional Harry Sharp gives instruction on some of the finer points of batting to (from left to right) Peter Bradfield, of Cambridge; Christopher Harrison, of Wellington; Adrian Gray, of Bradford, and Malcolm Cox, of Brecon, South Wales.

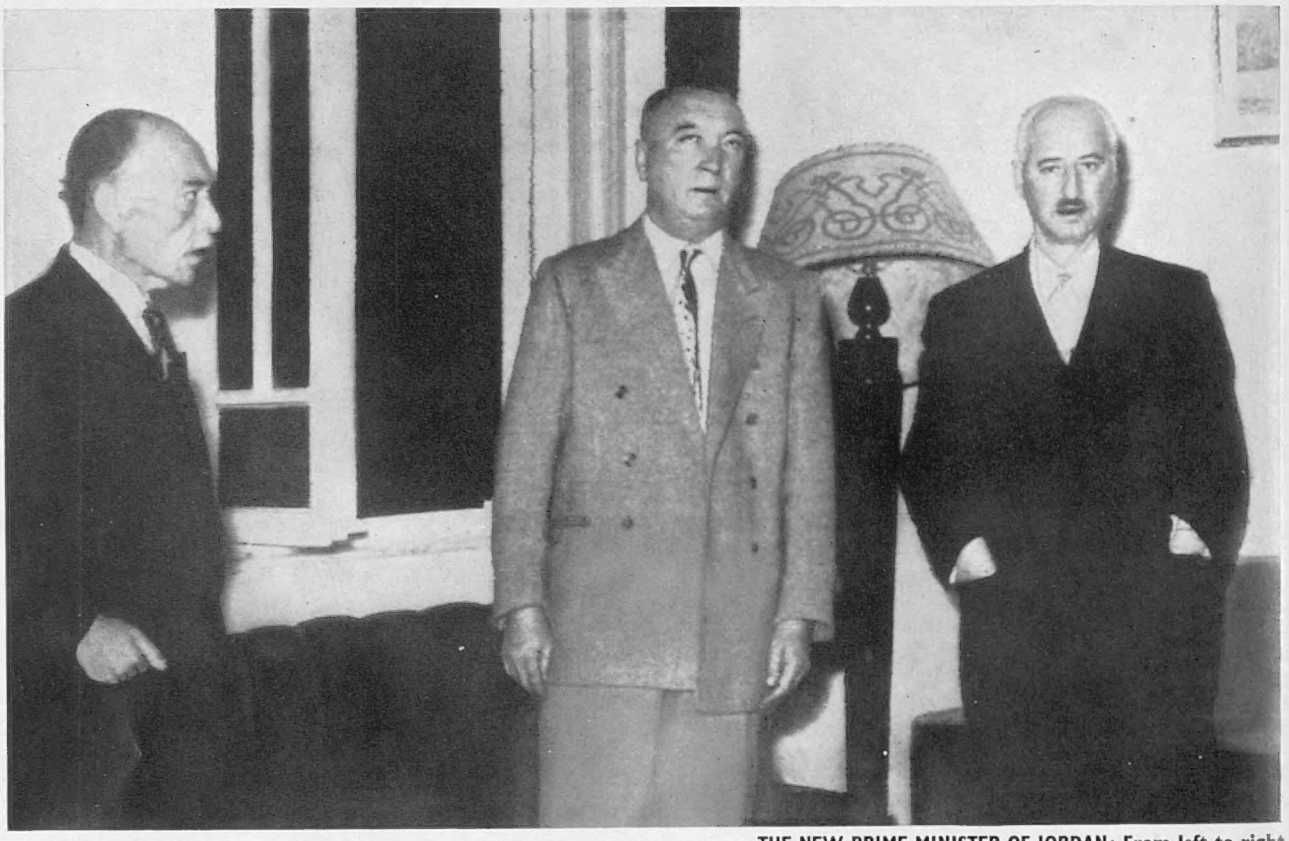
MORE SEATING ACCOMMODATION AT LORD'S: Workmen begin to fill in the concrete floor slabs on the new Mound Stand at Lord's. On the mezzanine floor there will be a Members' bar with windows overlooking the field. There will also be another bar constructed behind the lower tier for the use of members and their friends.

CROWDS DEMONSTRATE IN AMMAN, THE CAPITAL: Carrying banners, thousands of Jordanian youths demonstrate in the streets of the capital following the resignation of the National Socialist Prime Minister, Suliman Nabulsi. The Prime Minister had been forced to resign by the King, who did not approve of his pro-Communist policies. There followed six days of tension as both sides struggled to gain the initiative before it was too late. For the moment the King has won with the successful nomination of Dr. Hussein Khalidi as the new Prime Minister. Dr. Khalidi's list of Ministers includes the deposed Nabulsi, but the rest are Independents. Meanwhile, however, the seeds of revolt had spread to the Army. The abortive attempt at armed rebellion was led by General Abu Nuwar, the Chief of Staff. The King's reaction was swift. General Nuwar was ordered to leave Jordan with his family at once, and the rebel officers who had sided with him were removed from their commands and placed under arrest.

CRISIS IN JORDAN

King Hussein Fights to Keep his Throne

ARAB SHEIKHS SWEAR ALLEGIANCE TO HUSSEIN: The King of Jordan shakes hands with the chief of the Al Huwaitat Beduin tribe when over 200 chieftains came to the Palace to pledge allegiance.



THE NEW PRIME MINISTER OF JORDAN: From left to right are Dr. Hussein Khalidi, Prime Minister; Said El Mufti, Deputy Prime Minister and Minister of the Interior; and Suliman Nabulsi, Foreign Minister and Minister of Communications. The three men were attending a conference in the Palace.

THE KING AND THE OUSTED CHIEF OF STAFF: King Hussein is shown at a military parade in Jordan some months ago with Major-General Ali Abu Nuwar who was recently deposed from his position as Chief of Staff following his abortive attempt to lead an Army revolt. Since then the King has ordered more Army arrests.

THE GENERAL WHO FLED: Major-General Ali El Hiyari, appointed as acting Chief of Staff following the exiling of Nuwar, fled to Syria after a few days.

The News in Pictures

THE RETURN OF A CHIEF MINISTER: Mr. Lim Yew Hock, the Chief Minister of Singapore, waves to unenthusiastic crowds at the colony's airport as he drove away following his return from the United Kingdom. While in this country the Chief Minister had negotiated an agreement for self-government in the colony. The agreement embodied a draft Constitution for Singapore as a self-governing unit of the British Commonwealth. Agreement was also reached on the arrangements for internal security in the Colony.

MAKARIOS ARRIVES IN ATHENS: The Archbishop walks between cheering crowds after his arrival at the airport in Athens from Nairobi. He was received with military honours and was officially welcomed by Greek and Cypriot representatives, including the Archbishop of Athens. Later he drove through the flag-bedecked city in an open car. The Greek Government, fearing incidents, had taken elaborate precautions. Other pictures of Archbishop Makarios' journey are on page 140.

A UNION CONGRESS IN ROME: Farmers sitting around samples of their produce listen to a speaker at the open-air congress held in Rome by the Union of Peasant Smallholders, "Coltivatori Diretti." The congress was called to press for recognition of the farmers' rights and was addressed by high Government officials. The Union, though small, has considerable influence in Italy and is a highly respected organisation. A colourful sidelight at the congress was the custom of many of the farmers to come in peasant dress.

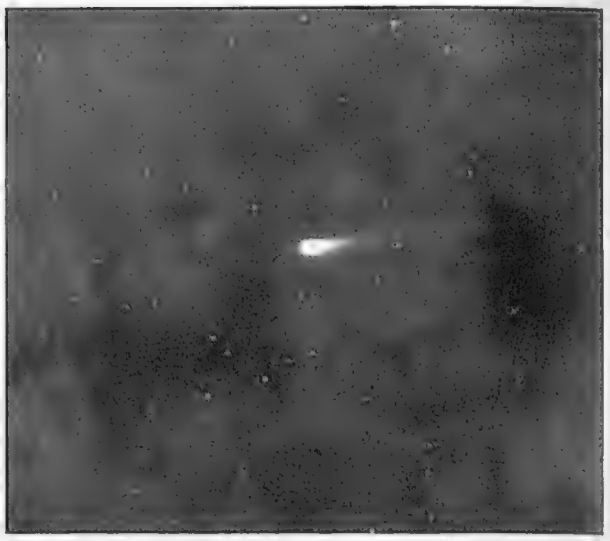
MEETING THE VOTERS IN THE AUSTRIAN TYROL: The Austrian Vice-Chancellor, Adolf Scharf (Socialist), on left, shakes hands with an old bearded forester at Rauris, in the Austrian Tyrol. Herr Scharf was making an election tour. He is opposing Professor Wolfgang Denk (Conservative People's Party) in the Presidential election following the death of President Theodor Koerner.

MR. ROBERT MENZIES IN JAPAN: The Australian Prime Minister meets Mr. Nobosuke Kishi, Prime Minister of Japan, in the latter's office in Tokyo. Mr. Menzies was on an official visit to Japan. A few days before he had driven in the horse-drawn State carriage attended by footmen and escorted by a detachment of cavalry for luncheon with the Emperor Hirohito and the Empress in the Imperial Palace. He was also guest of honour at a State banquet. Returning from Tokyo he spent 24 hrs. in Hong Kong as the Governor's guest.

A RUSSO-JAPANESE FISHERY AGREEMENT: The chief Soviet delegate, Mr. A. M. Kutarev (on left), and the Japanese Minister of Agriculture and Forestry, Mr. Ichitaro Ide, shake hands across the table after the Japanese and Soviet delegations had signed the minutes of the joint Russo-Japanese Fishery Committee talks in Tokyo that settled the limits for the two countries during the 1957 fishing season. The agreement was signed at the Japanese Foreign Office in the capital. To mark the occasion a short ceremony took place and both delegations toasted each other. In the past the fishery rights have caused much dispute.

THE NEWS IN PICTURES

A WATERSPOUT IN THE BAHAMAS: The gyrating column of water, mist and spray is seen in the background after passing over the coastline near Nassau. About a mile of the waterfront was damaged but there were no casualties among the population. A waterspout is a phenomenon produced by the action of a whirlwind in a portion of the sea and the clouds immediately above it.



AN AMERICAN VIEW OF THE NEW COMET: The new Arend-Roland comet as seen through the 48-in. Schmidt telescope at Mount Palomar, California. This picture was taken by Dr. George Abell before the comet moved into a position between the sun and earth. Observers in Britain should be able to see the comet with the naked eye any morning now at sunrise. Last Saturday the comet was the closest it will get to earth. In appearance like a star, the comet will be visible higher and higher in the sky, reaching maximum "altitude" about the middle of May. The comet is named after Professor S. Arend and M. G. Roland, of the Royal Observatory in Belgium. The last comet visible to the naked eye to observers in Britain was Halley's Comet, which was last seen forty-seven years ago.

A TORNADO'S TRAIL OF DEATH: In this wreckage of a house in Roseborough, North Carolina, a woman and her four-year-old son were killed when a tornado swept through the town. Altogether six people lost their lives as a result of the tornado which devastated a considerable area of the south-east of North Carolina. Widespread damage to property was reported from many places.

FLOODS IN NORTH ITALY: Inhabitants of a village in the Po Delta make their way by boat down the street which has been transformed into a river. In places the water was 3 ft. deep. The floods, caused originally by snowstorms and heavy rains, were made worse by a strong gale from the Adriatic. Many people were evacuated with their stock from low-lying villages. The late winter weather also affected the Brenner Pass, where snow delayed traffic.

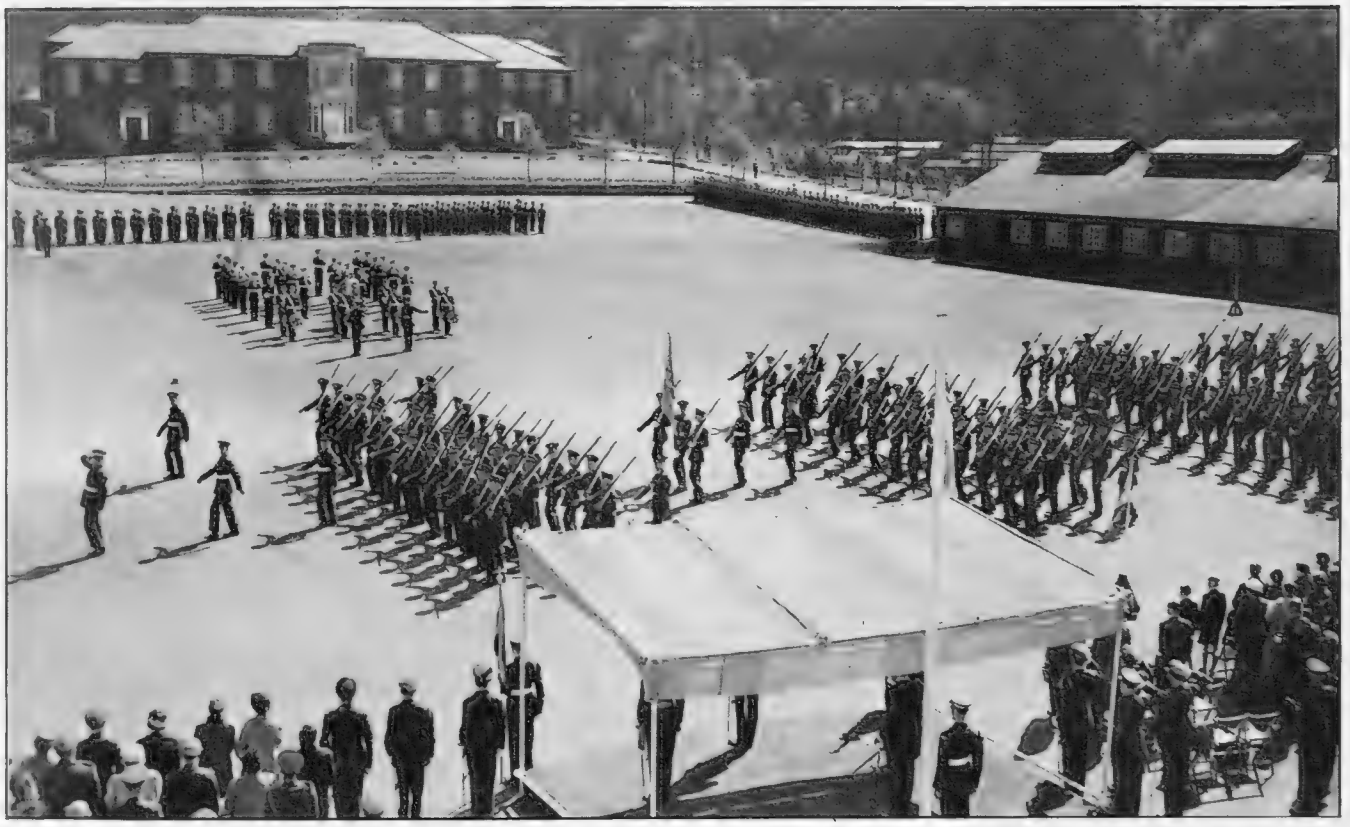
EMERGENCY SIGNALLING AT CANNON STREET: From the wagon in the centre trains are hand-signalled into the London terminus of Cannon Street. This improvised method is being used because at the beginning of this month the power signal box was destroyed by fire. The absence of automatic signalling has meant a considerable reduction of the traffic into and from the station. However, early next month a temporary signalling frame will come into operation and allow more traffic. By the end of the year it is hoped a new permanent power-signal box will be completed.

TRANSPORT STRIKE IN PARIS: All but one of the platforms are deserted in the normally busy railway station of St. Lazare in the French capital during the forty-eight-hour strike of transport workers last week. The strikers were demanding higher pay, a new agreement on paid holidays and better general conditions. Most of the public transport in Paris was affected and thousands of citizens had to walk or hitch-hike to work. Special efforts were made by the State railways to cope with tourists coming from Britain for the Easter holiday but some were delayed at the Channel ports.

THE NEWS IN PICTURES

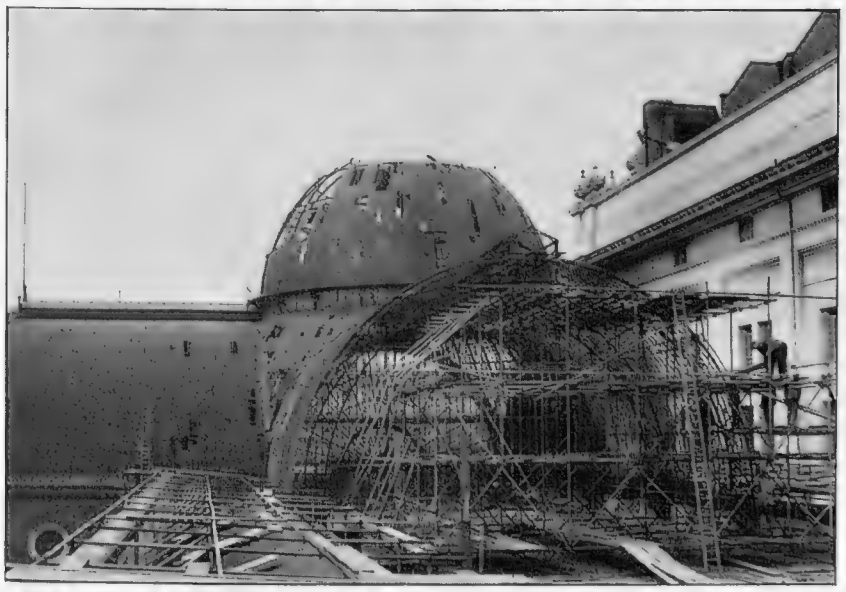
NEW CHAIRMAN OF THE LONDON COUNTY COUNCIL: Mr. R. McKinnon Wood receives his badge of office from Mrs. Helen Bentwich, the retiring chairman, after his election at County Hall, London, on Tuesday of last week. Mr. McKinnon Wood has been a member of the L.C.C. since 1946 and was chairman of the Education Committee from 1950 to 1955. He is the first chairman whose father has held the office. His father, a former Secretary of State for Scotland, was the London County Council's chairman in 1898.

ROYALTY AT A MANSION HOUSE DINNER: King Gustaf Adolf of Sweden and Prince Philip, Duke of Edinburgh, are seen with Sir Cullum Welch, Lord Mayor of London, during the dinner at the Mansion House to mark the fiftieth anniversary of the Swedish Chamber of Commerce for the United Kingdom. Also present were Sir David Eccles, President of the Board of Trade; Mr. Ingvar Lindell, Minister without portfolio of the Swedish Government, and the Swedish Ambassador.



On left—

GRADUATION PARADE AT HALTON: A general view of the final march-past of the seventy-seventh Entry of aircraft apprentices at the Royal Air Force No. 1 School of Technical Training at Halton, in Buckinghamshire. The salute was taken by Air Marshal Sir Douglas Macfadyen, K.C.B., C.B.E., the Air Officer Commanding-in-Chief, Home Command. Several apprentices of the Royal New Zealand Air Force were among those passing out; Sergeant Apprentice D. W. Bridson, of Auckland, winning six awards, including that of best all-round apprentice.



A NEW ROOF FOR COVENT GARDEN'S FLORAL HALL: A special "leak proof" roof is to be erected to replace the original, which was seriously damaged by fire about a year ago. The old roof, which was designed by Paxton, the Crystal Palace architect, had cost £1,000 a year to maintain—expansion in hot weather loosened the putty around many of the 125,000 panes of glass. The Floral Hall is next to the Royal Opera House.

A RIVER POLICE STATION IS TOWED DOWN THE THAMES: It is seen passing the training ships *Chrysanthemum* and *President* while en route from its berth at Waterloo Pier to Tilbury for a periodic overhaul. During the work it is being fitted with diesel oil fuel tanks and pumps so that police launches will be able to refuel at the pier near Waterloo Bridge instead of going to Wapping, as at present.

THE NEWS IN PICTURES

THE "PONIES OF BRITAIN" STALLION SHOW: Entries in the New Forest (Colts) class wait to be judged in the ring during the show on the racecourse at Ascot. The winner in this class was Sirkin, shown by Miss H. M. Brain, of Lymington. There was a record entry of a total of 209 stallions in this third annual show.

WINNER OF A CHIEF AWARD: The Grand Fancy Challenge Cup, one of the highest awards of the "Ponies of Britain" Stallion Show, is presented by Miss J. Yule to Mrs. Peter Howell, of Salisbury, and her twelve-year-old chestnut Anglo-Arab, Li-Fellagh's Kismet. The winner is the riding pony champion. Miss Yule is the Chairman of the Committee of the Ponies of Britain Club which organises this annual show at Ascot. In the championship for the Moorland classes, the winner was Miss Broderick's Coed Coch Madog, who was also placed first in the Welsh Mountain class. All entries for the awards from the eleven native British breeds showed a high standard of quality.

A FAMOUS MARE AND HER FOAL: Lady Zia Wernher's Meld is followed across the paddock at the Someries Stud, in Newmarket, by the young colt born to her at the end of last month. Meld had a very distinguished career on the turf, winning three classics in 1955—the One Thousand Guineas, the Oaks and the St. Leger.

PRINCESS ANNE HELPS HER FATHER: The Princess leads out a polo pony for Prince Philip, Duke of Edinburgh, during practice at Windsor, in preparation for the polo season. When the Duke played in the Household Brigade polo club's practice match in Windsor Great Park, he was watched by the Queen, Prince Charles, Princess Anne and Princess Margaret.

A DISASTER IN ROTTERDAM HARBOUR: The wreckage of a tug's boiler lies on the road through Rotterdam Harbour after it had blown up, killing three people. The captain, first mate and a boilermaker on board the vessel, which was a Dutch-owned Rhine tug, were killed immediately. Others were missing or seriously injured. *On right*—Harbour officials inspect the wreckage on board the tug *Annard* which was hit by debris from the Rhine tug when it exploded. One of the injured in the explosion was a motorist who was on the quay and was hit by one of the many pieces of metal which scattered over the area. The Dutch tug was in Rotterdam harbour to undergo an overhaul. After the explosion her hull split open and she sank at once.

BRITAIN'S LARGEST AND DEEPEST OPENCAST COAL SITE IS IN PRODUCTION: It is at Acorn Bank, in Northumberland, and occupies 440 acres. This picture shows the initial box-cut, which is 3,200 ft. long, 100 ft. wide on the bottom coal seam, with a maximum depth of 230 ft. Some 10,000,000 cub. yards of overburden have been removed, much of which is being retained on the site for filling the final cut. Parallel cuts are to be made running in a north-south direction. The programme provides for the recovery of over 5,000,000 tons of coal in seven years' working.

MECHANISATION IN OPENCAST MINING

At Acorn Bank, in Northumberland, Britain's Largest and Deepest Opencast Coal Site is in Production, and Five Million Tons of Coal are to be Recovered in Seven Years

By GODFREY HARRISON

AT Acorn Bank, about a mile south of Bedlington, in Northumberland, Britain's largest and deepest opencast coal site is in production. It occupies 440 acres and the programme provides for the recovery of over 5,000,000 tons of coal in seven years' working—an average of 16,500 tons per week.

It might be asked why, when we have been digging deeper and deeper, at greater and greater cost, to win the coal on which our economy depends, the shallowest seams of all—those that can be opened up by stripping off the overlying earth and rock—were left untouched until recently. The answer is that, in fact, the cost of moving huge quantities of overburden was greater than that of deep mining. Opencast working was started due to the exigencies of the 1939-45 war, and has since become increasingly economic with the growing efficiency of modern earth-moving machines; so that to-day it is providing valuable quantities of good-quality coal at an average cost per ton well below that of deep mining—a notable achievement for mechanisation.

A further obstacle was the natural objection to scarring the countryside with unsightly workings, and particularly to the consequent damage to agricultural land. This has now been met by a carefully worked-out method by which the land is progressively restored to good order and full productivity as operations proceed.

It was logical that opencast mining should be entrusted to prominent civil engineering contractors—the only organisations possessing the necessary experience in large-scale earth moving and the requisite plant. Thus, the contract for working Acorn Bank was awarded by the National Coal Board (Opencast Executive), in 1955, to Costain Mining Limited, a

(*Continued on following pages*)

EARLY STAGES IN THE INITIAL WORK AT ACORN BANK: *Left*—In this aerial view, the boundaries of the site are outlined in white. In the top centre of the site a large dragline is being erected, and in the top right-hand corner the stripping of overburden has started. The white line running diagonally across the site marks the route of a pipeline which was relaid in the position indicated in the foreground. *Right*—Two draglines are in operation and coaling is in progress in the box-cut.

Mechanisation in Opencast Mining

(*Continued from previous page*)

subsidiary company formed for the purpose by Richard Costain Limited, one of the best-known building and civil engineering contractors. So far, less than two years later, they have removed 13,000,000 cub. yards of overburden and produced 550,000 tons of good-quality coal.

Geology of the Site.—The geology of Acorn Bank is not simple: the strata are not horizontal, but slope in various directions. Under the topsoil and subsoil is a layer of "drift," consisting of clay and boulders deposited in comparatively recent geological times, and varying in thickness from less than 30 to some 50 ft. Below this are shales and sandstones, mostly fairly soft and broken; and beneath these again lie three coal seams—High Main, Top Grey and Bottom Grey. Each seam has at least one band of shale running through it like the jam in a sandwich—Bottom Grey has three—the bands ranging in thickness from 1 in. to 9 ins.

The seams themselves lie at varying depths. High Main outcrops through the shales and sandstones at the western end of the site, so that coal is laid bare as soon as the drift has been removed. Bottom Grey, which at this end lies about 100 ft. below the surface, reaches a maximum depth of no less than 230 ft. at the north-east corner. Acorn Bank is thus not only the largest but also the deepest opencast site in the country, and this fact has involved many difficult technical problems.

Working Methods.—It is a condition of the contract that the land shall be restored progressively to agricultural use, and the system of work had to be planned accordingly. For instance, a permanent access ramp for lorries carrying coal from the bottom of the cut was precluded. Various alternatives were considered, and the unusual solution decided on was to use high-speed electric derrick cranes travelling on rails along the top of the cut: these hoist the coal in 10-ton skips, which are shovel-loaded at the bottom in the normal way, and discharged into road vehicles at the top.

As an alternative method, coal is now to be hoisted from the deeper seams by means of grabs. These, like the cranes, work at the top of the cut, taking a 5-ton bite from the seam, previously loosened by shovel, lifting it, and depositing it direct into the coal hauler.

The general scheme of working began with the excavation of a box-shaped cut along the eastern boundary, some 3,200 ft. long, 100 ft. wide at the bottom, and over 800 ft. at the top, 230 ft. deep at the northern end, and involving the movement of some 10,000,000 cub. yards of overburden. Part of this material was taken to restore a previously worked-out site, Ewart Hill, about a mile away. The remainder is stored on the Acorn Bank site and will eventually be used to fill in the final cut. The valuable topsoil and subsoil are kept separate so that they can be replaced last.

THE PRIVATELY-CONSTRUCTED ROAD FROM ACORN BANK TO THE BEBSIDE SCREENING PLANT: It is seen at the points where the road crosses a main road and the River Blyth. Bailey-bridging, supported on precast concrete columns and wooden trestles, is used for the road and river crossings. The road in the foreground is the original route from the site to the main road along which the 40-ton coal haulers would otherwise travel.

As extraction proceeds, the cut will advance westwards across the site like a wave, the newly-stripped overburden being used to fill in the worked-out part; so that the eastern end of the site will be restored to agricultural use some time before the last load of coal has been won from the western end. By the time the operation is complete and all land restored, more than 112,000,000 cub. yards of overburden will have been shifted.

Earth-moving Plant.—The topsoil and underlying subsoil are moved by a powerful scraper and shovel and Euclid transport. The next stage—moving the drift and the upper layers of rock—is tackled by three Ruston-Bucyrus shovels which, like all electrically-driven plant on the site, draw their power from the Grid, and the remainder by two Bucyrus-Erie walking draglines. The latter are an uncanny sight. Their long booms resemble the slowly waving neck of some prehistoric monster, and their movements, as they heave themselves forward by means of cam-driven "feet" on either side, suggest the ponderous progress of a huge sea-creature on dry land. One bite of the immense jaws engulfs 25 cub. yards of earth or rock.

The shovels of 5 cub. yards capacity deposit their loads into a fleet of thirty rear-dump trucks. The larger of these take an average of 22 tons at a time, and each makes between four and five journeys to the dump and back—a distance of about two miles—every hour. The site roads on which they travel have been specially built of sandstone rock from 4 to 5 ft. thick, and at one point they cross a public road by a temporary double-track bridge.

Three rotary air-blast drills prepare the overburden for removal. So far it has been found necessary to blast all material below the drift, using two types of explosives supplied by Imperial Chemical Industries Limited.

Coal Transport.—Originally it was intended that transport to the screening plant at Bebside should be by ordinary tipping lorries using the public road. This, however, would have involved severe restrictions on the payload, and the proposed route included sharp bends and a steep gradient. So Costain Mining Limited decided—with the enthusiastic approval of the local authorities and

A VARIETY OF MECHANICAL AIDS AT THE SITE: On the top of the embankment are an air-blast drill and a giant excavator. Below, in the box-cut, a 5-yard shovel is loading into a lorry.

PREPARING THE ROAD: A Loraine crane and Lima backacter are seen during the preparations of the foundations to take the trestles of the bridge across the River Blyth. *On left*—A 40-ton coal hauler is crossing the bridge which carries the road, built by Costain Mining Limited, from the site to the screening plant. The prime mover pulling the coal hauler has a 270-h.p. Rolls-Royce diesel engine. *On right*—A 22-yard bucket empties its contents into a 22-ton rear dump truck. It is loaded with one scoop of the bucket, the time taken to fill the bucket and discharge it being about one minute.

county police—to build a road as a private venture at their own expense and to use special vehicles of greater capacity. The road, which is 1½ miles long and has a 30-ft. carriageway, includes three Bailey bridges crossing two main roads and the River Blyth. Its construction involved excavation of more than 50,000 cub. yards of drift and clay and the placing of 100,000 cub. yards of rock-fill transported from the site. It was completed in 3½ months at a cost of £100,000.

The transport fleet, designed and built to the requirements of Costain Mining Limited by the Eagle Engineering Co., Ltd., of Warwick, consists of four tractors, each powered by a 270-h.p. Rolls-Royce diesel engine, and eight bottom-dump semi-trailers, each having a capacity of 60 cub. yards or 40 tons of coal. The complete units, which are 50 ft. in length and weigh some 66 tons, are the largest yet made in England. The first was produced and delivered in nineteen weeks.

The result of this enterprising effort is to speed up deliveries several times over. Each of the four tractors, hauling one semi-trailer, makes the round trip to Bebside and back in 40 minutes, driving up a specially constructed ramp to unload into the screen hoppers, which have been enlarged to take the increased loads; meanwhile the remaining four semi-trailers are being loaded at the top of the cut. Thus 40 tons of coal are delivered to the screens every ten minutes.

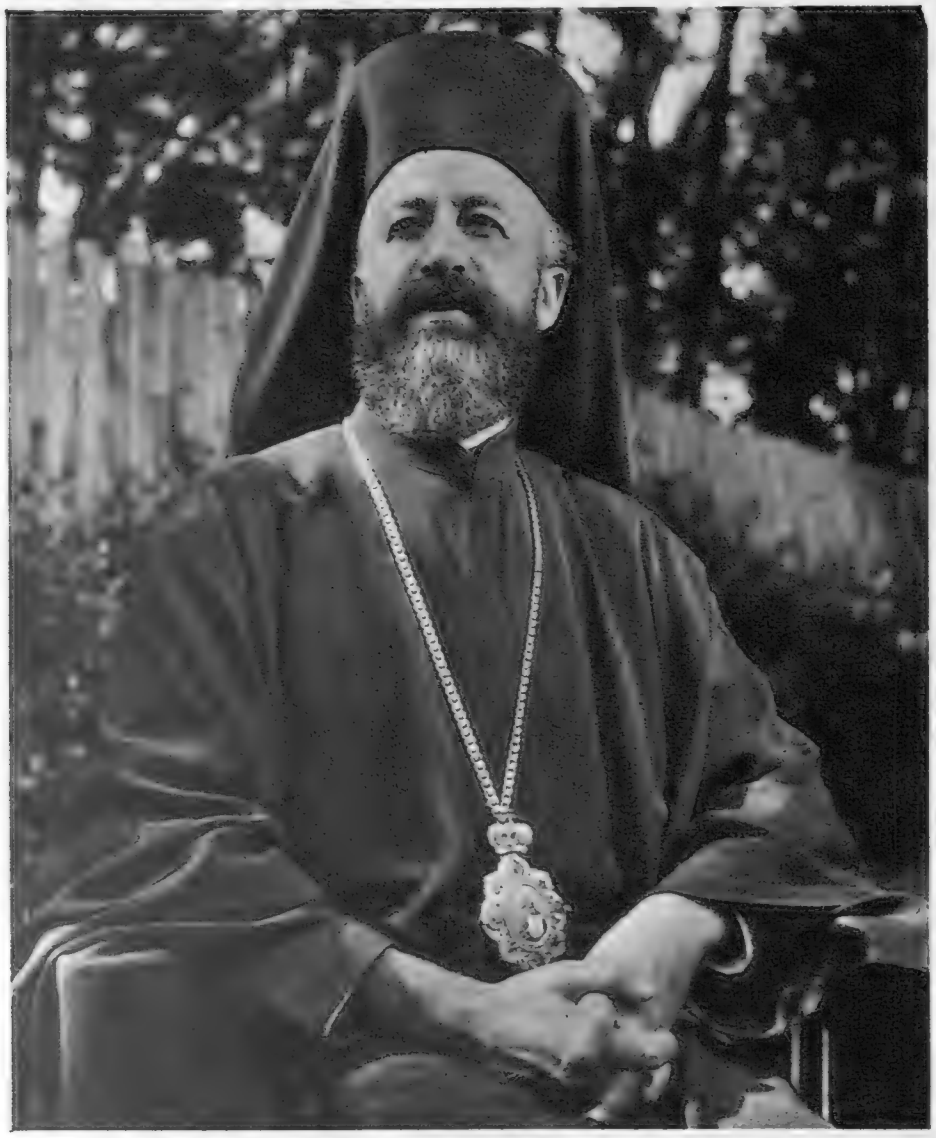
A number of houses were built near the site to accommodate some of the staff of sixty and their families; for labour, local men are employed to the number of 400. The site is an unusually self-contained entity. Its buildings include an administrative block which houses the headquarters of Costain Mining, the offices of its resident managing director, agent (the man in executive charge of all work on the site), accountant, engineers, plant manager and administrative staff, besides the National Coal Board's area manager and his staff; several all-electric canteens, one of which can be converted into a cinema; and the up-to-date plant depot, consisting of repair shops and stores, which constitutes a considerable colony in itself. A separate mobile canteen and mess-rooms are provided near the working site and these are moved at intervals as operations progress.

Working Round the Clock.—The enterprise has been tackled in a spirit of challenge, and with determination to carry through a project of national importance, in spite of all the peculiar problems inevitable in working an exceptionally large, deep, and multi-seam site with due regard for the interests of agriculture and local industry. Work continues round the clock on a basis of two twelve-hour shifts. The plant also works long hours: each dragline, for instance, does three eight-hour shifts seven days a week. Men and machines have done wonders, the special coal haulers particularly exceeding all expectations and even facing gradients up to 1 in 8.

Plant maintenance is perhaps the key to the efficiency of the whole operation. The workshops provide a 24-hour service to keep the 120 items—from giant drag-lines to small, intricate pumps — in first-class working order; while work study is now being introduced to increase the effective use of manpower and raise productivity. The record day's output so far achieved — 3,200 tons — is well above the average of 16,500 tons per week required to complete the programme on time.

ARCHBISHOP MAKARIOS IN NAIROBI

The Archbishop Stops in Nairobi on his way back from Exile in the Seychelles



LEAVING THE SEYCHELLES: Archbishop Makarios waves goodbye as a small boat takes him from the Seychelles to the tanker *Olympic Thunder* which carried him to Madagascar. With the Archbishop on the boat are two other religious leaders from Cyprus who were exiled with him for complicity in the terrorism.

On left—

BOARDING A PLANE IN MADAGASCAR: Archbishop Makarios boards a DC4 of Air France at Tamatave Airport, Madagascar, for the trip to Nairobi. During his stay in Tamatave the Archbishop gave a Press conference.

THE ARCHBISHOP OF CYPRUS IN NAIROBI: Archbishop Makarios is shown in the grounds of his hotel in Nairobi, the capital of Kenya Colony. He stopped at Nairobi on his way back from the Seychelles where he was exiled after he refused to condemn terrorist activity in Cyprus and was found to be involved in the activities himself. During his stay in Nairobi he delivered a sermon in the Greek Orthodox Church. He took as his text on Palm Sunday Christ's entry into Jerusalem and compared it with his own return from exile and journey to Athens. His sermon was a "justification" of his activities in Cyprus. Referring to accusations that he was mixing politics and religion he said that it had always been the Church's duty to fight for freedom. About sixty African police with British officers surrounded the church while the service was going on. Meanwhile in Greece and Turkey the reactions to the Archbishop's release have been widely divergent. In Athens some concern was shown because the Archbishop's public statements were tending to increase the tension already existing between the Greek and Turkish elements on the island. His statements regarding the Turkish minority have been received with misgivings in Greece, where pro-Government newspapers have tried to justify them. One commentator has said that Archbishop Makarios has showed too much haste and said too much. In Turkey the dismay which resulted from the Archbishop's release has only been intensified by later events. Turkish official circles had believed that Cyprus was calming down before the Archbishop's release stirred events up again.

DISCUSSING "COMMON PROBLEMS": The Archbishop is shown in conversation with Mr. Argwins-Kodhek, President of the Nairobi District African Congress, in the Archbishop's hotel in Nairobi. Mr. Argwins-Kodhek later said that they discussed the "common problems" of Cypriots and Kenya Africans.

MAKARIOS VISITS NAIROBI NATIONAL PARK: The Archbishop poses for photographers at the entrance to the national park. On left, with spotted tie, is Mr. Konstantinos Konstantinou, who is the representative of the Greek Prime Minister. Before leaving Tamatave for Nairobi Archbishop Makarios said that the "slight relaxation of emergency measures" was "insufficient."

DIVIDED JERUSALEM

The City where the Israeli and Jordanian Frontiers Divide the Streets

To-day Jerusalem is one of the two politically divided cities in the world—the other being Berlin. The Jordanians hold about one-fifth of the city, comprising principally the old walled parts of Jerusalem, and including the Mosque of Omar, the Wailing Wall and other shrines. The Muslim population in this sector is about 40,000. The Jewish sector, or the "New City," is the seat of the Government of Israel, and has a population of some 140,000. Since Israel invaded Sinai last November there have been few visitors to the city, but now that actual hostilities have ceased for the moment the number of tourists is increasing again, and the pilgrims can be expected to pass between the two parts of the city at the times of the great Christian feasts as they did before. But apart from these annual pilgrimages there is little passage over the frontier. Crossing direct from Israel to Jordan, the Arabs will not accept a passport which carries an Israeli visa. Consequently, a short-term passport is needed for the journey, which can only be made through the barrier marking the Mandelbaum Gate.

A WATCH ON THE JERUSALEM FRONTIER: Israeli sentries keep watch on the Jordanian sector of the city from the top of the Notre Dame Hospice in Jerusalem. One street away is the Jordan frontier. Top left is Mount Scopus. In the new city of Jerusalem in Israel the population is about 140,000, while the Jordanian areas, which comprise principally the old walled city of Jerusalem, have a population of 40,000 Arabs.

On right—

THE MANDELBAUM GATE: This is the principal point of contact and the main line of communication between the sectors of the divided city. There is little traffic through it, however, except at Easter and Christmas, when it is used by Christian pilgrims on their way from Israel to the various Holy Shrines in Muslim Jordan.

A WARNING NOTICE NEAR THE NOTRE DAME HOSPICE: Schoolchildren read a notice near the frontier. At this point the Jordanian border is only one street away behind the stone wall in background.

THE INTERNATIONAL FRONTIER: This street, filled with rubble and still mined, marks the frontier between the two sectors. Entirely uninhabited, the street is used as a rubbish dump and some of the brushwood has taken root.

ON GUARD NEAR A BULLET-SCARRED HOUSE: A lone Israeli sentry keeps watch near the bullet-marked wall of one of the houses of the Kibbutz Ramat Rachael, which changed hands many times during the Jewish-Arab war of 1948. It is now a border settlement.

SHARK HUNTING IN IRELAND

One of Ireland's Smallest Industries is Centred on Achill Island

On the edge of Ireland, at the west end of remote Achill Island, is one of the country's smallest industries. It is here that the huge basking-shark comes to explore the inshore shallows during the early summer months in search of the plankton on which it lives. Hunting the monster has grown into a minor industry, particularly in Keem Bay, which is one of the shallows most favoured by the sharks.

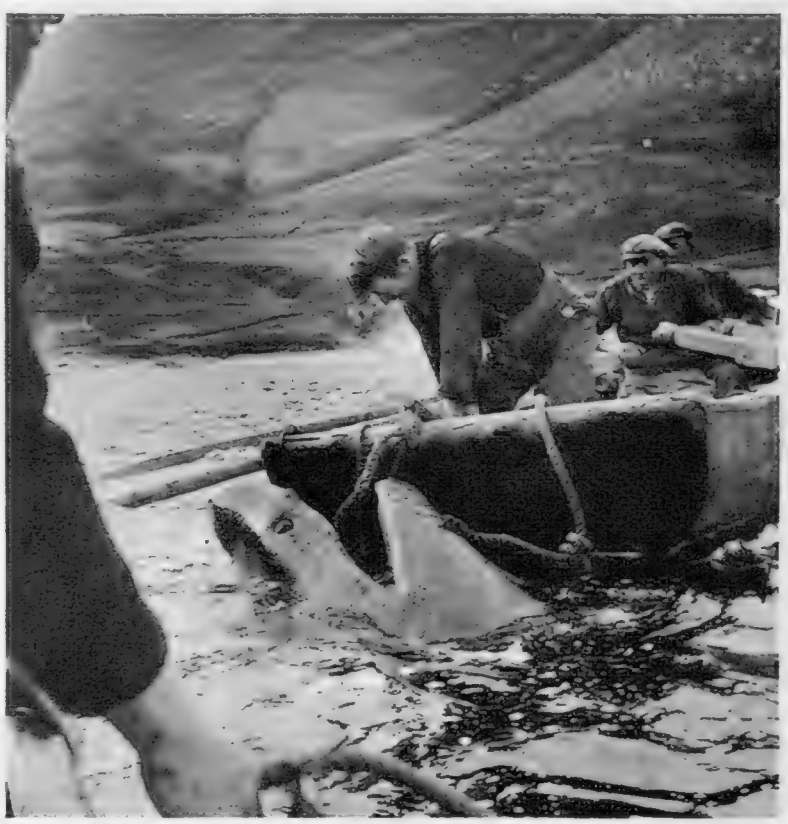
Various methods have been tried to ensnare them as they glide along the sea-bed with jaws open. The most practical and economic way, and the one most used in Keem Bay, is by means of manilla nets fixed at one end to the rocks which encircle the bay and at the other by means of anchors some 200 ft. offshore. This forms a trap from which very few of the sharks manage to escape.

As soon as one of the monsters is seen to be thoroughly enmeshed in the nets, the fishermen launch their currachs to go out for the kill. While an oarsman keeps a close watch out for the lethal tail, which can splinter the boat, the others get into position to place the harpoon. The shark must be killed by a stab from a long-handled bayonet in a certain part of the spine. Usually the first blow is enough, but sharks have been known to fight for many hours.

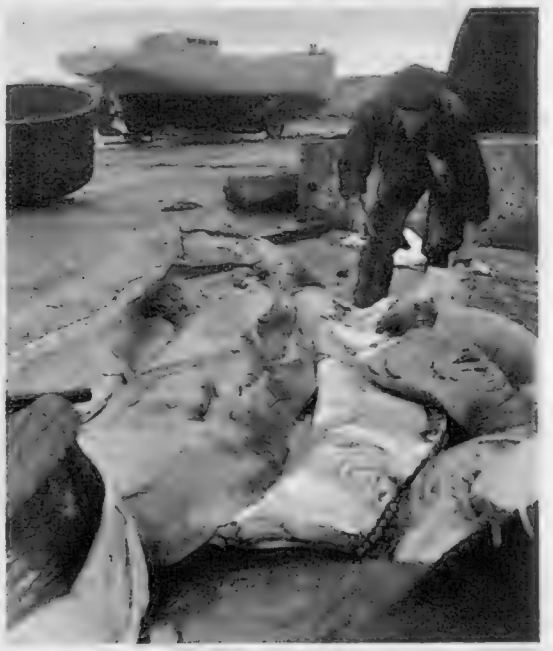
When the monster is finally subdued it is made fast by a rope through the gills and towed out to one of the motor-powered craft that lie waiting to tow the catches to Keel Harbour. Here the liver is removed and boiled down for its low-grade oil content. The liver will sometimes weigh as much as 2 tons. The carcass brings in little financial reward but makes a fish-meal of high protein content.

The season during which the basking-sharks are caught in Keem Bay is short, for it seldom lasts longer than about three months. During this time the fishermen live in little huts around the shore of the bay, spending only the Sundays at their homes in the villages on the island. They are paid according to their catch, so they cannot afford to lose any time at all. Considering the size of the sharks, their value is remarkably small, being approximately £12. But this represents an attractive reward for the fishermen in this remote island, where other industries are scarce and undeveloped.

THE CENTRE OF A MINOR IRISH INDUSTRY : Keem Bay, in Achill Island, is one of the feeding-grounds of the giant basking-shark. It is here also that the fishermen string their manilla nets to catch them.

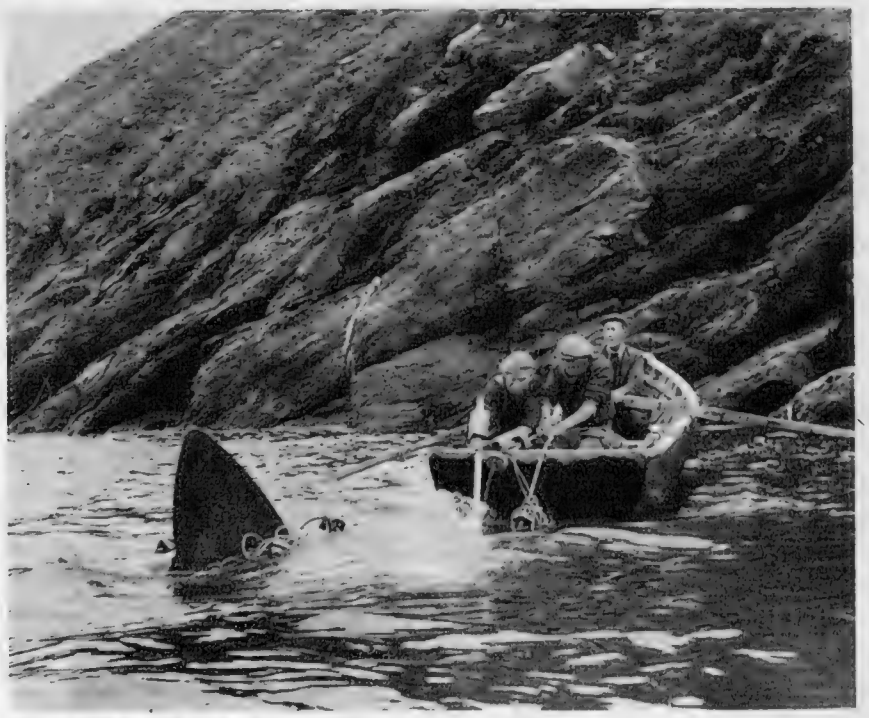


THE END OF THE HUNT : Fishermen make fast the carcass of a basking-shark to their currach for transportation out of the bay.



CUTTING UP THE CARCASS : The huge pink liver, the most valuable part, is cut away from the rest of the carcass to be boiled down for its low-grade oil.

"A SHARK IS IN THE NET" : Fishermen launch their currach from the sandy shore of Keem Bay as soon as one of the basking-sharks has become entangled in the nets strung across the width. In the background are the Minawn Cliffs.



THE MOMENT OF THE KILL : While one man holds the net, another stabs at the spine of the shark with a long-handled bayonet. Like their man-eating brethren, the basking-sharks reveal their presence by the distinctive dorsal fin.

ROUND-THE-CLOCK WORK TO COMPLETE THE BY-PASS : A striking aerial view of the 1¼-mile highway which is being built to by-pass the Hertfordshire village of Markyate, on the A 5 London-Birmingham-Holyhead road. This wide, new road makes an impressive contrast to the traffic-choked street running through the village which has for long been dangerous for both traffic and local inhabitants. It is expected to have the road open in time for the summer rush.

SHIFT WORK AT MARKYATE

The Important 1¼-mile By-Pass on A 5 is Nearly Ready

Contractors building the Markyate by-pass are now working round-the-clock shifts to get the project finished by June. Providing the weather remains good, they are confident that the work will be finished as scheduled. One of the most difficult parts of the scheme is now being tackled : this is the connection of the northern end of the by-pass with the old thoroughfare, the height of which is now being reduced. Considerable earthworks have been involved in the construction—altogether about 80,000 cubic yards of material have been excavated since work on the project began in November 1955. The new road has an overall width of 60 ft. and some 10,000 tons of concrete are being used in its construction.

The importance of the new by-pass road can be realised from the fact that an average of 10,000 vehicles a day use this route. It is the main artery for heavy industrial traffic between Birmingham and southern England. The road through the village of Markyate narrows at one point to 16 ft., and as long ago as 1935 a 15-m.p.h. speed limit was imposed on a section to reduce hazards. Only a handful of other places in the country have such a restriction on movement.

THE WILDFOWL TRUST'S FIRST BRANCH HAS A ROYAL OPENING CEREMONY: This is a view looking south along Ten Island Pond at the new Peakirk Waterfowl Gardens, near Peterborough in Northamptonshire, which were opened recently by the Duke and Duchess of Gloucester. The gardens are divided into a number of sections and accommodate somewhere in the region of 100 species of waterfowl.

On right—

A HOUSE IN THE GARDENS: It is occupied by Mr. and Mrs. Billy Williams, who look after the gardens at Peakirk. The house, with its thatched roof, overlooks the small House Pond pen.

Below—

THE TREE-LINED TEN ISLAND POND: It is situated between the Long Pond and the Ring Pond and is now the home of a number of species of birds.

WATERFOWL AT PEAKIRK

The Wildfowl Trust Open their First Branch Near Peterborough

The new Peakirk Waterfowl Gardens, which were opened recently by the Duke and Duchess of Gloucester, have been established by the Wildfowl Trust as their first branch outside Gloucestershire. Since last October, when the Trust began their work on the gardens, the area has been divided into a number of different enclosures and pens. These have been built along the four ponds (known as Long, Ten Island, Ring and Home) which were originally used as osier beds. It was decided that the gardens should be divided because some of the birds which have been collected there are quarrelsome, and also because closely related species would be inclined to hybridise if kept together. It is also possible to keep certain strains within a species apart by this means.

The gardens at Peakirk cover an area of about 11 acres and the collection of wildfowl there is complementary to the collection at the Trust's headquarters at Slimbridge, Gloucestershire. It is pointed out by the Trust that it is not just a kind of waterfowl zoo, as the collection at Peakirk provides an important safeguard against epidemics and other disasters. It is of considerable importance in several fields of ornithological science, and extensive research is being carried out in the studies of evolution, of behaviour, of breeding biology, and many other subjects.

In order that visitors to the gardens are able to appreciate their tour, during which they can see the beauty of wildfowl at close quarters, the Trust provides a short guide giving details of the suggested route along the ponds. On leaving the Long Pond, the visitor passes an arm of the Ten Island Pond, close to which is a range of small pens, in which quarrelsome species are kept. On crossing a bridge, the visitor approaches the Ring Pond, the central peninsula of which is not accessible as it is one of the main breeding areas for the birds. In the south-west corner of the Ring Pond pen is the House Pond, on which some of the rarest and most delicate ducks—particularly teal—are kept. Details of membership of the Trust may be obtained at the gatehouse.

IN THE QUIET OF THE PEAKIRK WATERFOWL GARDENS: Some of the birds in the care of the Wildfowl Trust are seen by the water's edge in the locality of the Ten Island Pond. In this section of the picturesque gardens, the waterfowl include various species of swans, geese, and duck.

MALE AND FEMALE: A pair of Chinese Mandarin ducks is seen at home in the gardens. The male, which is on the left, is easily distinguished by its brighter plumage.

AMONG THE INHABITANTS AT PEAKIRK: The pair of Hawaiian geese, seen in the picture *on the left*, are probably the rarest of geese. The Wildfowl Trust owns a high proportion of the world population of the species. The Australian Black swans, seen *on the right*, are descendants of the pair which are owned by Sir Winston Churchill.

IN TWO CORNERS OF THE GARDENS: A section of the Ring Pond, looking south, is seen in the picture *above*. Since the Trust took over, they have extended the Ring Pond. *On left*, is a view of the Long Pond, looking west towards the main entrance to the gardens.

AN EXTINCT BREED IN ENGLISH LIFE

The Squires and Sportsmen of the Early Nineteenth Century

By JOHN GORE

THE MYTTON BREED.—Some years ago, in the pages of THE SPHERE, I published some articles based on researches into the life of George Payne, famous as a Master of Hounds, as a racing pundit and as a besotted gambler. He was one of a type uniquely British; some said the last of a type, which began in the eighteenth century and finished "very strongly" with three archetypes, John Mytton, George Osbaldeston and George Payne, who died in 1834, 1866 and 1878 respectively. Naturally, in my researches into Payne's career, I collected information about the other two. Osbaldeston and Payne were contemporary cronies. Osbaldeston recently has come to the surface again. I have often been asked to return to the subject of these wild squires. All three belonged to the post-Waterloo section of a well-known and constant "excrescence" of the squirearchy.

The social historian, studying the evolution of national life in the last three centuries, has found that the countryside was always less susceptible to change than the towns.

The life of the squire and of the sportsman of the early nineteenth century differed in essentials extraordinarily little from that of his eighteenth- or even seventeenth-century predecessors. After Waterloo, it is true, fox-hunting began to lose its purely local significance, the sport began to attract more and more men about town, and country life came into fashion, with very lively results in the improved breed of foxhounds and hunters and racehorses, in a general speeding-up of methods, by the aid of new scientific theories, on plough and stubble, and by a notable rise in the "cost of living."

For while the country house and village, left to themselves, are inclined to mumble on for generations in an endless sentence, the town is for ever prone to start new chapters. The great country houses of England were deserted and in dust-sheets when Colonel Byng jotted down his travel notes in 1790. After Waterloo they became the centre of fashionable life. It was not the Squire but the London Man of Fashion who was responsible for that great change in our social history.

But the tradition of country life and sport was unbroken. The squires and bucks of 1820-60 were the sons of their fathers and the fathers of their sons. Generation after generation, the type was constant, the tradition unbroken. The squires and bucks of the post-Waterloo era wore the cloak of the Corinthians "with their finicky steps, their preposterous cravats . . . their strange fashions, their practical jokes and carefully cultivated eccentricities." It was the eccentricity of those Corinthians to get themselves up like ladies' maids, but they knew how to fight, and fight hard with fists and swords, and Wellington asked no better material to lead his redcoats in the Peninsula. Nor were dress and cranks their only "cultivated eccentricities." To lift themselves from the common herd they deliberately cultivated extravagance in money matters, most prominently revealed in reckless betting and gambling. This cultivated eccentricity developed in some of their sons into an ineradicable habit of mind.

Coarse and Uncultivated.—They never realised that they derived their great wealth—by which alone their extraordinary, extravagant manner of life was made possible—from the political and economic happenings of their day. Their world was the limits of their own particular hunting country, their view extended no further than the racecourses, their own stable yards and the card rooms of Crockford's or the Portland.

Squandering money by many other means than gambling had become by 1820 fashionable weaknesses which even good wives regarded as venial, if not inevitable. The wise virgin hesitated to marry, even though she loved, the confirmed spendthrift, who was far too selfish, as a rule, to be a marrying man. The wife who found herself linked to such a one seems usually to have done too little to check (if not too much to encourage) the headlong pace. For the spendthrift himself had come to view his weakness, if not as an ornament, at least as an inherited and incurable characteristic, and philosophically he made the best of it.

For such as he in his brief day of privilege, the money poured in at least a quarter as fast as he could drain it out, and he was assured of a "Waterloo run" before he arrived at a bankrupt middle age. While the money lasted, he could afford to neglect the more fantastic eccentricities of his fathers, the absurd clothes, the cultivated stunts, the tricks of speech and gesture. He rode, raced, gambled, loved, jested and drank hard—and those recreations filled his life, for twenty hours out of every twenty-four. Small wonder if there was no time for a study of European politics or for a turn of public service at home.

The age in which he lived, and in a greater degree the narrow world which circumscribed him, were, judged beside later and certain selected earlier eras, peculiarly insensible, coarse and uncultivated. The life of the soldier, of the squire and of the sportsman of that day seems to us dreary and boring to an intolerable degree. Their sense of humour was expressed in practical jokes either cruel or crude. The cavalry officer sat down to dinner in the Mess evening after evening at five o'clock. After the business of eating was done, the door was locked and even the youngest subaltern must remain in his chair (if he could), drinking and exchanging the commonplaces of regimental life and sport, until two in the morning.

THORESBY HALL, OLLERTON, NOTTINGHAMSHIRE: This Great Hall in the home of Countess Manvers and her family rises through three storeys to an open hammerbeam roof. The panelling is of white and red oak from Sherwood Forest. Thoresby Hall is now open to the public for the first time. The estate was enclosed out of Sherwood Forest by the 4th Earl of Kingston in 1683.

Art, music and literature, politics and political economy, had no part in their lives. When not hunting, racing, games-playing or card-playing, they ate and drank, and when they could drink no more they slept until it was time to dress for the meet or the race meeting or the parade ground.

Pity Their Womenfolk.—Essentially an age of male privilege, the humiliation of their womenfolk is very evident to us and in significant contrast to (for example) the Elizabethan age. I do not imply that men like Osbaldeston and Payne were mannerless boors. Far from it. Mytton was fond of quoting Horace in his cups. Osbaldeston had charming manners, Payne had dignity, "Gumley" Wilson was something of a scholar. But they possessed the insensibility which is bred of selfishness deliberately pursued. They threw their gifts away.

Accordingly, the womenfolk of the Mytton breed were compelled to put up with humiliation and intolerable boredom in their lives and in their *métier* of flattering chorus to the heroes, their sons and brothers. They must submit to coarse language, the rudest practical jokes, hours of loneliness and hours of insensible companionship hardly less lonely. They must wink at infidelities committed under their own roofs—a brutality which London Society had largely ceased to indulge—and must endure all the penalties while enjoying few of the amenities of the brief years of reckless spending.

And here it is necessary—for the sake of differentiation between type and type in the England of that day—clearly to define the class from which the Mytton breed sprang. Mytton, Osbaldeston and George Payne, three great prototypes of the brotherhood, have a remarkable number of common features in their biographies. All three were landed proprietors—long settled or not so long settled on their acres; that is, of the old or new landed gentry class; all had suffered from lack of a father's discipline in youth, and all, through long minorities and economic causes, inherited great wealth in excess of what their fathers enjoyed.

All three began to burn the money the very moment it was theirs to handle, all three rejected after the briefest trial the public responsibilities of a landed proprietor. (Each was picked sheriff of his county early in youth and none of them persisted in any form of public service for more than a half-hearted year or so.) None of them were "marrying men," though Mytton twice married and Osbaldeston at the end of his life made a marriage of convenience. Irretrievably selfish, they were cast-iron bachelors. In wealth and sometimes by birth, they were the equals of the Whig or Tory noblemen and gentlemen, whose equals and superiors the Mytton breed assuredly were in sport, but it is impossible not to see that their narrowness and selfishness raised between them and those others who recognised their public responsibilities ever so little, and who had advanced to a higher stage in culture, a class barrier well defined.

There are many instances to point the truth of it, none better than Mr. Coke's unpardonable treatment of Osbaldeston at Holkham. In the eyes of such men as Coke and the Bentincks, Osbaldeston and even Payne were professionals, they themselves amateurs, for all that Bentinck, on the Turf, was anything but amateur in his methods. It is a truth which I think the biographers of the Mytton School overlook.

And quite as clearly one can differentiate between the position and circumstances of the womenfolk of Mytton, Osbaldeston and Payne, and such women as Lady Sefton or Lady Louisa Lambton. Each type were ladies by birth, each was mistress of a great house and a princely income, but whereas the womenfolk of the former often developed—when their sons came of age—into mere squaws, the wives and mothers of the more responsible landowners had a position among their menfolk which differed little from that of our own mothers and wives.

Their Value Overrated.—While I believe that only a partisan can do justice as a biographer to these strange men, I think that Thormanby and Nimrod set their gallery of heroes on pedestals too generously high and that "the Druid" has intoxicated us with his heady poetry of sport. Their biographers and admirers overrate their value in the history of our country.

Their courage, their philosophy in adversity, their steadfastness and guts, it is impossible not to admire. But equally impossible is it not to underline the narrowness and selfishness of their outlook.

Easier, perhaps, might have been our own inevitable evolution towards democracy, even less violent our internal revolutions, if they had devoted some part of their time and wealth and abilities to public service, to a study of political, agricultural and economic problems, and to the cultivation of knowledge, literature and the arts. Nor need the breed of horse and hound have suffered. There was time and to spare in those leisurely days for politics, culture and country pursuits in full measure. Men like Althorp, George Bentinck and Rous set them no difficult model to copy.

None the less, we must admit that with all their vices and frailties, they helped to maintain a race of men well-fitted in the hour of danger to take their part in the rough and tumble. Heirs of the Corinthians who fought in the Peninsula, they formed a connecting link with the Dundrearies who endured the rigours of trench life in the Crimea, and as surely with an important section of those who fought and fell gallantly and invaluably in the First Great War. Next month I hope to particularise briefly the careers of two of them: Jack Mytton, a great all-round sportsman and notorious stunt merchant, who died at the age of thirty-seven in a debtor's prison and Osbaldeston, another "C. B. Fry" of sport, and perhaps the most famous of all great M.F.H.'s, who lived to a ripe old age on a small pittance.

A PRIMITIVE GERMAN FLYING MACHINE: Landsberg Town Councillor Alois Langenwalder hoists himself into an early glider, parts of which were discovered in an old barracks at Landsberg in 1950. It has now been rebuilt and is seen on Landsberg airfield. American-built Harvard trainers of the West German Luftwaffe are in the background. The glider was built by a German engineer, Alois Wolfmueller, who died in 1948. It has a wing span of more than 30 ft. and its framework fuselage has an overall length of about 12 ft. Wolfmueller teamed up with the well-known pioneer airman Otto Lilienthal in the closing years of the last century to experiment with flying machines, and it is known that he constructed his first glider about 1897, and built four more before 1910. Experts are not yet certain if the machine shown here is his original model. Soon the glider is to be displayed in the Germanic Museum in Munich.

"Chairborne"— 1897 and 1957 Styles

Pictures of Flying Machines from Germany and the U.S.

AIRING AN OLD "BIRD": Gliding enthusiasts display the Wolfmueller glider on the apron at Landsberg Airfield. The shape of the wings and the dozens of carefully carved ribs show the designer's obvious attempt to copy a bird's anatomy. The machine when first discovered was in pieces, and the Landsberg gliding club has since reassembled the flying machine.

On right—

AN ENTHUSIAST INVESTIGATES: Herr Langenwalder examines the tail section of this historic flying machine, which may have been the first to support a man in the air on wings. The tail fans out rather like a pigeon's, while the rudder resembles a rooster's comb. These parts of the glider were first discovered in a neglected condition about seven years ago.

NEW STRAP-ON-THE-BACK HELICOPTER: Test pilot Dick Whitehead goes aloft in a new one-man helicopter known as the "Pinwheel" and built by the Rotor-Craft Corporation of Glendale, California. The aircraft is powered by rockets, and has been designed to fly an infantryman and his equipment about a battlefield, regardless of obstructions or terrain. Claims have been made that this is the smallest and lightest helicopter yet flown. The project has been financed by the U.S. Navy

BRITONS IN THE DOCK IN THE CAIRO ASSIZE COURT : Behind the wire grille in the background are the sixteen men charged by Egypt with "spying for Britain." The accused consist of four Britons, eleven Egyptians and one Yugoslav. In the extreme left foreground (in profile) is the presiding judge, Mahmoud Abdel Latif. Facing him are some of the lawyers concerned in the case. Behind the member of the Bar who has risen to make a point stands the chief defence lawyer, Ahmed Rushdi (wearing fez and spectacles). At his request the court granted a postponement of the hearing until May 10 to afford the defence sufficient time to study the dossier of the charges. The four British accused are Mr. James Swinburn, formerly business manager of the Cairo office of the Arab News Agency; Mr. Charles Pittuck, of the Marconi Radio Telegraph Company of Egypt; Mr. James Zarb, the owner of a porcelain factory; and Mr. John Thornton Stanley, of the Prudential Assurance Company. Although they have been in prison for over seven months, they are reported to have appeared in fairly good health. The Egyptian Government is understood to be going to demand the death penalty for ten of the defendants, including Mr. Swinburn and Mr. Zarb. Four other British subjects are being accused *in absentia* at the trial.

"Spy" Trial in Cairo

A Postponement in the Case Against Four Britons

THE ASSISTANT MANAGER OF THE MARCONI RADIO TELEGRAPH COMPANY OF EGYPT : Mr. Charles Pittuck smokes a cigarette as he sits between two policemen in the dock.

IN THE DOCK : Two of the accused Britons are seen in this picture taken behind the grille during the hearing in the Assize Court. In the right foreground in the front row, flanked by Egyptian policemen, is Mr. James Zarb. In the left foreground in the back row, and similarly well guarded, is Mr. John Stanley.

FACING A POSSIBLE DEATH SENTENCE : Mr. James Swinburn is brought to the court. He is one of the two British accused for whom the death penalty may be demanded.

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"King John" at Stratford

The Second Play in this Year's Season at the Shakespeare Memorial Theatre

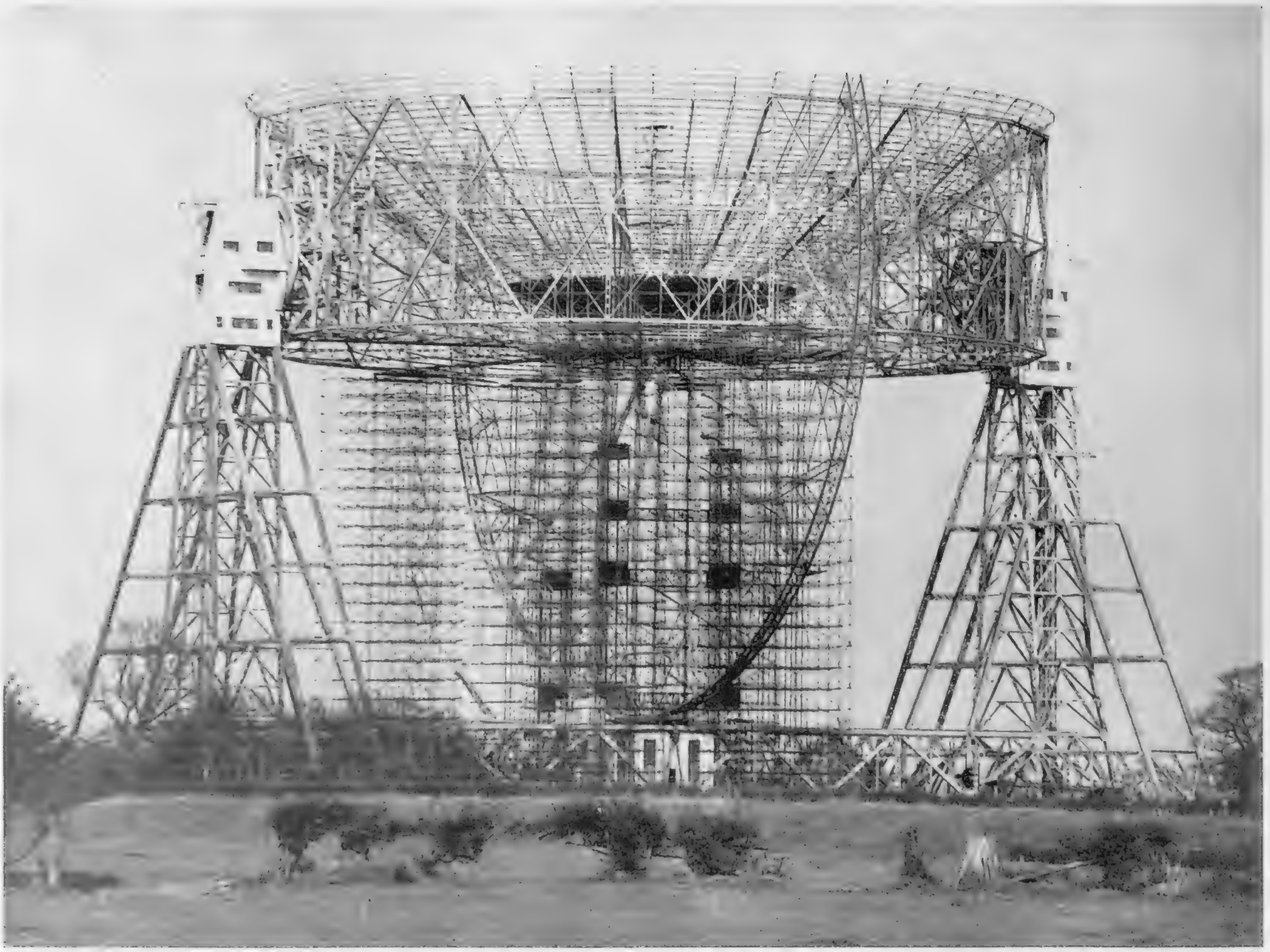
FIRST APPEARANCE AT STRATFORD: Joan Miller plays Constance in *King John* at the Shakespeare Memorial Theatre. It is this Canadian-born actress's first season at Stratford-upon-Avon. She will be seen later in the summer as Portia in *Julius Cæsar* and as the Queen in *Cymbeline*.

On right—
MONARCH AND PAPAL LEGATE: Robert Harris as King John pleads with Mark Dignam in the part of Cardinal Pandulph during a scene in the second production of this year's Stratford Festival.

THE CHIEF ANTAGONISTS IN THE STRATFORD PRODUCTION OF "KING JOHN": Alec Clunes in the part of Philip Falconbridge, the Bastard, and Robert Harris (King John). It is not one of the most familiar of Shakespeare's plays, perhaps because, even for Elizabethan drama, it is an indigestible mixture of violence, defiance, treachery, plots and dissensions. Nevertheless, it contains some of the best-known poetry in the English language, notably the final speech of the Bastard in which he reveals his deep affection for England. Mr. Clunes makes the very best of these lines and the other members of the cast never fail to take their opportunities. For instance, Ron Haddrick (Hubert) and Christopher Bond (Arthur) are most effective in their scene round the prison brazier, in which the former fails to burn out the eyes of the latter. The production is the first at Stratford by Douglas Seale. The music has been composed by Christopher Whelan and decor is by Audrey Cruddas. The other plays this year are *As You Like It* (already produced); *Julius Cæsar*; *Cymbeline*; and *The Tempest*, with Sir John Gielgud as Prospero.

"REBELLION—FLAT REBELLION!": Clive Revill in the role of Lymoges, Duke of Austria, is stabbed to death by the Bastard Falconbridge during the scenes in which King Philip of France and King John meet in France.

"YOUNG PRINCES, CLOSE YOUR HANDS": Cyril Luckham as Philip, King of France, joins the hands of Barry Warren (the Dauphin) and Doreen Aris (Blanch) as they are betrothed before the walls of Angiers. The new Stratford production of *King John* opened last week.



AN ADVANCED STAGE IN THE CONSTRUCTION OF BRITAIN'S BIG RADIO-TELESCOPE AT JODRELL BANK, IN CHESHIRE: Work is in progress on the huge structure which will enable astronomers to pin-point radio waves from outer space. The 30-ton copper mesh bowl for the telescope, which will be the world's biggest, is supported by two 180-ft. towers.

Modern Landmarks

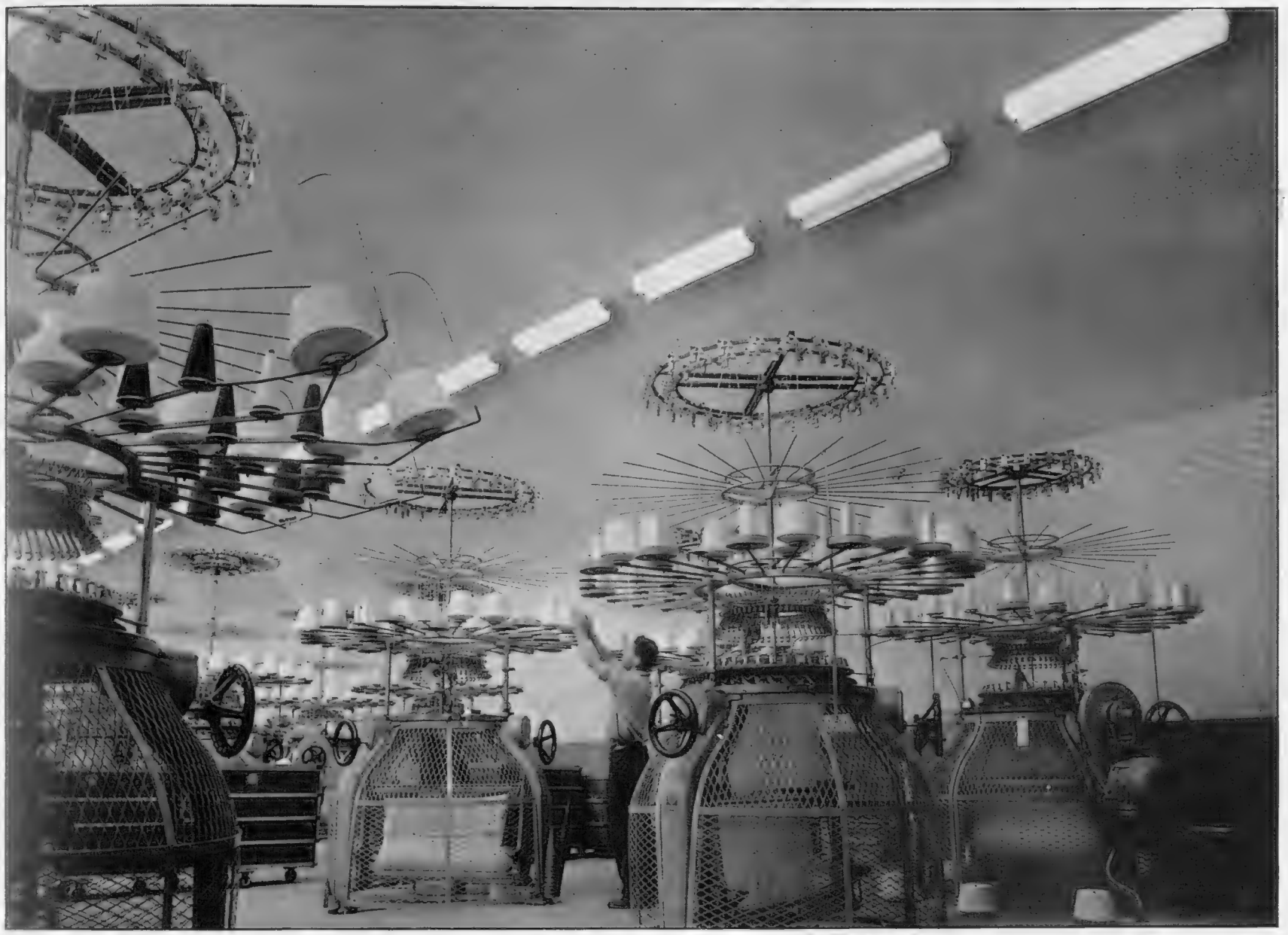
The World's Largest Radio-Telescope is Nearing Completion; and a New Chapel in a Canyon

The gigantic radio telescope at Jodrell Bank, near Holmes Chapel, is sponsored jointly by the Department of Industrial and Scientific Research and the Nuffield Foundation, and is operated by Manchester University. When completed it will appear rather like a giant searchlight. The steel bowl, 250 ft. in diameter, is in the shape of a parabola 62 ft. 6 ins. deep at the centre. This is the main mirror, and it will weigh 600 tons. It will be possible to tilt and rotate it in any direction towards the ground and sky. The nerve centre will be a radio aerial capable of receiving radar waves of wave-lengths between 10 cm. and 30 metres. It will have a great advantage over the optical telescope in that it can penetrate through dust-clouds in the heavens which obscure many stars in the Milky Way.

A NEW LANDMARK IN OAK CREEK CANYON, NEAR SEDONA, ARIZONA: The new building, which now dominates the surrounding scenic rock land, is the Chapel of the Holy Cross, which has been built by Mrs. Marguerite Brunswig Staude, who lives in a ranch nearby, as a memorial to her parents. The chapel is of concrete with glass walls at each end. At the far end of the chapel is a 90-ft.-high cross which has its base sunk firmly in a 250-ft. twin-pinnacled spur of deep red sandstone. A winding ramp leads from the Verde River Valley up to the chapel.

THE CROSS IS THE CHAPEL'S FOUNDATION: It is sunk firmly in the red sandstone and serves as a foundation for the structure. Over the altar inside the new chapel is a figure of the crucified Christ, which has been wrought in iron by Keith Monroe, a San Francisco sculptor.

Progress in Industry and Engineering



HIGH-SPEED KNITTING MACHINES IN A MODERN FACTORY: These machines installed in the knitting and spinning mills of Pasolds Limited, at Langley, in Buckinghamshire, produce fabric for children's wear. A feature of the factory is the large experimental and engineering section which develops new processes and machines for use in the plant and the company's Canadian factory.

KNITTING AT SPEED

One of the features of the Buckinghamshire factory of Pasolds Limited is the large engineering and experimental section which gives the firm many manufacturing advantages by developing machines of novel design capable of doing the intricate tasks necessary in spinning and knitting mills. Among the machines which have been designed for the factory is a spiral cutting machine which automatically cuts and rolls knitted strips for T-shirt neck-bands at the rate of one mile an hour. The firm has built four of these machines, three are in use at the factory in Langley and the fourth is installed in the Canadian plant. Particularly interesting is a new drying machine which processes and dries knitted fabric after it has been dyed in a completely relaxed condition. This counteracts any tendency to shrink. Another innovation is a large complicated rotary printing machine which ingeniously prints the tubular knitted fabric in three main and three secondary colours on the whole circumference in one operation.

On left—

A LAUNCH FOR THE PERSIAN GULF

Thornycroft and Company Limited have recently completed this 38-ft. launch which was built for the ruler of Qatar in the Persian Gulf, His Excellency Sheikh Ali Bin Abdulla Al Thani. The launch will be used by the police force of the state for patrol and general harbour duties at Doha and Umm Said. She has a beam of 8 ft. and a draught of about 2 ft. 6 ins. Designed and built at the Hampton-on-Thames yard of the company, the craft is of a serviceable and well-tried design from which the firm has already constructed boats for general transport service in Iraq, East Africa and Venezuela. The propelling unit is a Thornycroft type RTR/6.DI 6-cylinder diesel marine engine developing 50 b.h.p. at 1,900 r.p.m. and driving through 2:1 reduction gear a 23-in.-diameter gun-metal propeller. On trials the launch attained a speed of 10¾ knots.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

HYDRO-ELECTRIC POWER FOR UGANDA

In this aerial view of the site of the Owen Falls Hydro-Electric Scheme in Uganda, the main dam is seen on the left and the intake dam and power house are right centre. The building on land adjoining the power house is the office block. The scheme, which was officially opened by the Queen during her visit to Uganda in 1954, will supply enough power to meet the country's needs for many years to come. As well as supplying Uganda with electricity, it was also planned that the dam should supply Egypt and the Sudan with water for irrigation, and these two countries have contributed towards the cost of the scheme. The site of the dam is just over a mile downstream from the Ripon Falls which, for many years, as a natural weir, controlled the flow of water from Lake Victoria. The dam itself is of the mass concrete gravity type, and is about 2,500 ft. in length with a maximum height of 100 ft. In its operation the maximum flow of the river is passed through six low-level control sluices, each with dimensions of 9 ft. 10 ins. by 16 ft. 9 ins. The civil engineering consultants for the work on the dam are Sir Alexander Gibb and Partners; the contractors are the Owen Falls Construction Company (comprising many British and Dutch firms), and the dam and power station are being run by the Uganda Electricity Board.

EDUCATION IN THE ATOMIC AGE

The "Argonaut," which is described as an ultra-safe, low-cost reactor, has been developed by the Argonne National Laboratory, at Lemont, Illinois, and is primarily intended for instruction in reactor theory and nuclear physics. In this picture, Rudi Y. Yang is checking the fuel plates of the reactor after the removal of the massive shielding plugs which are seen on either side of him. It is stated that the new reactor can be built for about £35,000.

PREPARING A HYDRO-ELECTRIC GENERATOR

Work is seen in progress at the East Pittsburgh plant of the Westinghouse Electric Corporation, on the stator of a vertical waterwheel generator which is to be installed at the Chief Joseph Dam in the State of Washington. It is the ninth such unit to be built by the firm for the project and is rated at 64,000 kilowatts. Inside this stationary housing will be placed a rotor which will be connected to a turbine by a vertical shaft. Water rushing at high velocity through raceways in the dam will spin the turbine which, in turn, will drive the rotor. The stator, which will weigh about 135½ tons, measures nearly 35 ft. in diameter. It will be shipped in three equal segments and then reassembled at the site of the dam. The rotor, with its turbine connecting shaft, will weigh approximately 296 tons.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

A NEW GERMAN VIADUCT

This new viaduct on the bank of the River Rhine, near Remagen, in Federal Germany, will soon be open to traffic. It has been built because the present road at this dangerous corner is too narrow, especially as traffic along the well-known Rhineland route is increasing. The road still in use can be seen as it runs alongside and then underneath the railway lines. Many smaller "flyover" viaducts similar to this one have been built in Germany, both before and since the war, to take the autobahnen, or super-highways, over intersecting roads.

QUICK VALVE CHANGE: U.S. Army Signal Corps engineer Ralph Johnson (right) is aided by William Mitchell of the Continental Electronic Co. of Dallas, Texas.

On right—

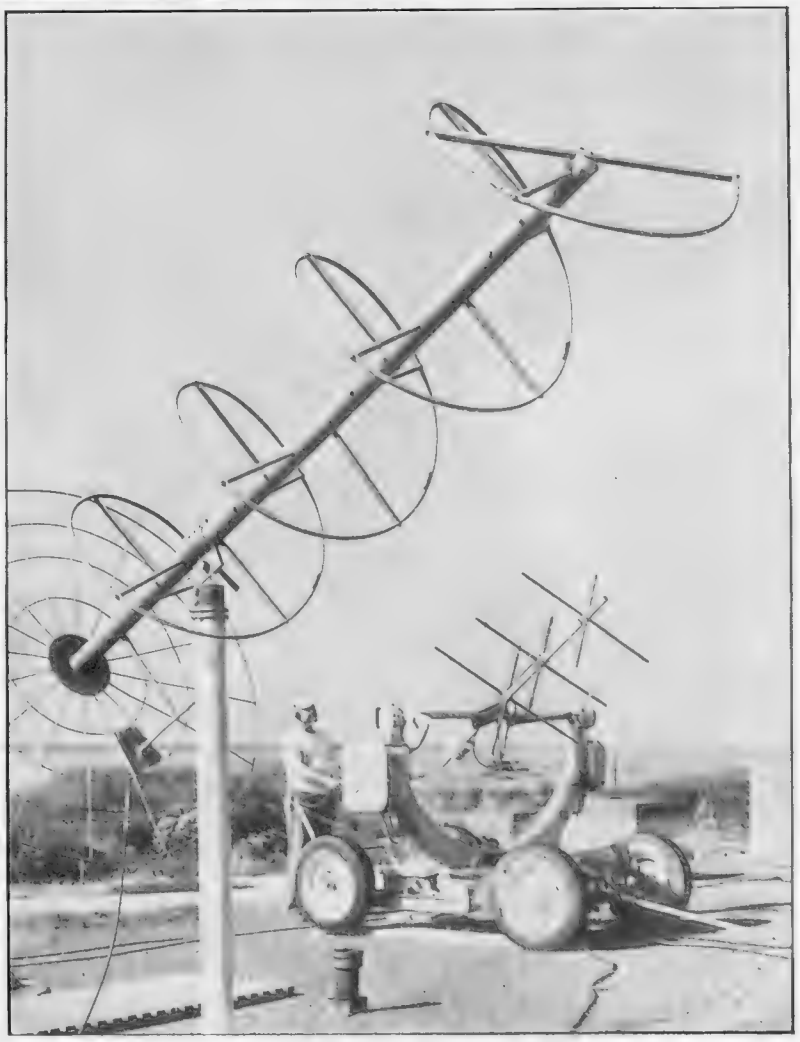
RADIO ANTENNAE

These specially designed radio antennae are at the United States National Advisory Committee for Aeronautics Pilotless Aircraft Research Station at Wallop's Island, Virginia. They have been specially designed to receive data transmitted by research models when in flight. The small mobile set of antennae (on right) is manned for following a rocket missile and moves on a universal joint. The radios in the research aircraft operate on very high frequencies.

On left—

A GIANT VALVE

Two engineers are lowering a valve into one of the world's mightiest short-wave transmitters. The metal-encased vacuum valve is used in the United States Army's new "World Spanner," developed by their Signal Engineering Laboratories at Fort Monmouth, New Jersey. The new transmitter owes its tremendous power to modern "single sideband" design which lets it reach any part of the world, day or night, even through severe electrical storms.



THE "MAYFLOWER" SAILS AGAIN

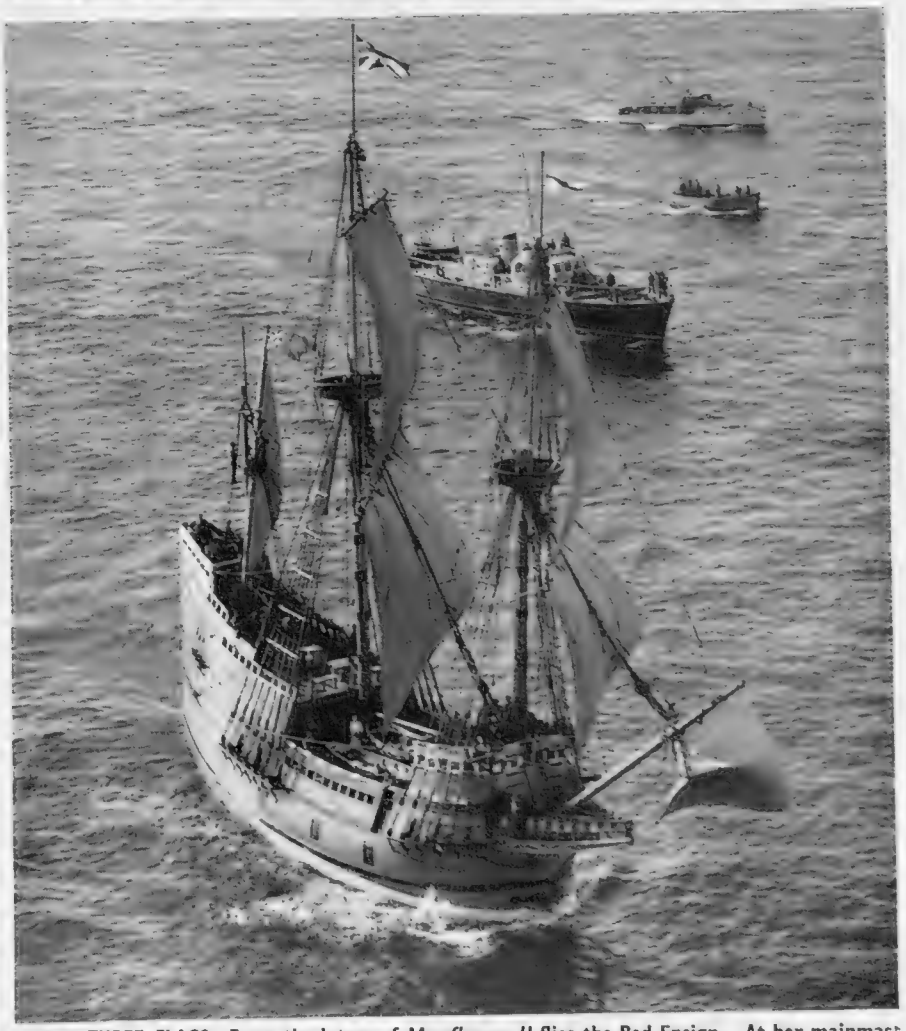
The Vessel which is a Replica of the Pilgrim Fathers' Ship shows her Paces before Starting on her Transatlantic Crossing from Devon to America

A LASTING SYMBOL OF ANGLO-AMERICAN FRIENDSHIP: The *Mayflower II* is under full sail as she carries out her sea trials in Torbay. This replica of the ship in which the Pilgrim Fathers crossed the Atlantic in 1620 was due shortly to begin her 4,000-mile voyage to America, where she is to be presented to the American people as a gift from the people of Britain.

PREPARING FOR THE VOYAGE TO AMERICA: The 200-ton *Mayflower II* sails smoothly through the waters off the coast of Devonshire in preparation for her voyage to Massachusetts.

At the conclusion of *Mayflower II's* sea trials in Torbay, Commander Alan Villiers, her captain, announced that he hoped to start on the transatlantic voyage from Plymouth, Devon, to Plymouth, Massachusetts, last week-end. In America she will have a permanent berth in the Plimoth Plantation reservation, which exists to preserve the memory of the Pilgrim Fathers. The new *Mayflower* has hull and keel of English oak and her ropes and sails come from Scotland. But her masts and spars are of Canadian timber, and her designer is the American naval architect, Mr. William Baker. Thus, as she heads before the Atlantic winds, she already embodies the principles of that transatlantic unity, of which her originators, the Mayflower Project, intend her to be a lasting reminder.

THE TWENTIETH-CENTURY'S "PILGRIM FATHERS": Some of those on the decks of the ship are members of the crew for her transatlantic crossing. *Below—Mayflower II* escorted by numerous craft as she sails out from Brixham, where she was built.



UNDER THREE FLAGS: From the lateen of *Mayflower II* flies the Red Ensign. At her mainmast is the First Union Flag, or the flag of King James, as was flown by the Pilgrim Fathers on their voyage three centuries ago. At the foremast head is the Cross of St. George.

The Sphere of Travel

THE FOUR FOREST CANTONS

A Holiday in the Four Swiss Cantons Round Lake Lucerne

By GORDON COOPER

IT would be difficult to spoil Lucerne, although one sometimes feels the commercial travel industry has had a good try at it, with its constant reiteration about this Queen of Swiss resorts. Yet Lucerne is not an advertiser's invention. It is, indeed, the actual marvel which has attracted millions of visitors during several centuries. So, for this reason, I believe it is the best centre for the traveller who expects to spend only one week of his life in Switzerland.

How easy, too, it is to get there. In just over a couple of hours' flight you can travel from London to Zurich, either by Swissair, the only airline providing first-class accommodation, or by B.E.A. Night flights at reduced prices are available. From Zurich to Lucerne it is a mere hour's run by express train. Altogether, this is one of the most comfortable journeys in Europe. If you wish, you can be met at the station by the famous old *Aunt Matilda*, an electric motor-car fifty years old which takes you to the Schweizerhof, one of Switzerland's most comfortable hotels.

The covered bridges and the fourteenth-century wall, bristling with watch-towers, are the parts of Lucerne one remembers longest. The view of this wall after dark, when it is floodlit, is one of the finest city sights in Europe. The market "*unter der Egg*" and the numerous picturesque old houses and streets are other highlights. And one special word must be devoted to the Lion of Lucerne, reflected in its tiny pool, shining white at night under cleverly-placed illuminations. Who can seriously complain of the lack of romance in Swiss history, when they think of the heroic defence of the Swiss Guards at the Tuileries in 1792? Well may Carlyle write: "Let the traveller, as he passes through Lucerne, turn aside to look at their monumental Lion; not for Thorwaldsen's (the sculptor) sake alone. Hewn out of living rock, the figure rests there, by the still lake-waters, in lullaby of distant tinkling *rance-des-vaches*, the granite mountains dumbly keeping watch around; and, though inanimate, speaks."

But, of course, it is the Lake of Lucerne which is the outstanding attraction. It is, without a doubt, the most varied and beautiful piece of water in Switzerland. In form it is complex, consisting of several branching arms, each of which has its distinctive name. As a whole, the lake is known as the Lake of the Four Forest Cantons (Vierwaldstätter See), from the cantons (Lucerne, Schwyz, Uri and Unterwalden) by which it is surrounded. These cantons, and the shores of the lake, were the cradle of Swiss independence. Thus almost every point on it has the double charm of visible beauty and historic romance.

The outstanding historical spot lies on a lovely green slope called the Rütli, nearly opposite Brunnen. It was here, so legend relates, that the oath was taken in 1291 which established Switzerland. Swiss trippers by the thousand, including hordes of schoolchildren, visit this spot every summer—and well they may, for no other nation in the world can boast a birthplace so definite and at the same time so beautiful. There is not a single house there, nor even, thank heaven, any sign of business enterprise. The tall, whispering trees, the lake and the towering peaks, guard it as effectively as they did nearly 660 years ago.

Around the lake are a number of small resorts, including Weggis and Vitznau, but perhaps for sheer beauty of situation, Brunnen is king of the Forest Cantons. Situated at an angle, it commands a perfect view of the two finest arms of this most spectacular of lakes. Furthermore, it is one of the best places in Switzerland for headquarters while making short one-day excursions. Consider some trips that it offers, the Holiday Ticket or the Holiday General Season Ticket being honoured on all of them. (Be sure, before leaving home, to arrange with your travel agent about these valuable concession tickets, for they cannot be bought inside Switzerland):—

The whole lake, with the best parts of it close by.

The Gotthard route, with the opportunities it offers, including Lugano and Locarno which are only three hours distant by express train.

Einsiedeln, with its famous Benedictine abbey, and Switzerland's most popular pilgrimage centre.

The beautiful and little-visited lakes of Zug, Lowerz and Aegeri.

Next to the lake itself—and indeed, forming an important part in the whole ensemble—the name of Lucerne immediately calls up that of the Rigi, a comparatively low mountain (under 6,000 ft.) which is yet one of the most celebrated viewpoints in the world. It should be looked from rather than at, for it is from its summit that the *nearness* and greenness of everything makes all around so surpassingly lovely. You feel you are on top of the world but reasonably near to it. Seven lakes and seventy villages and an uncountable number of pines, larches and beeches are spread like a map at your feet. When I add its easiness of access, for there are two ascending railways (from Vitznau, on Lake Lucerne, and from Arth-Goldau close to Lake Zug), and the advantages afforded by its two hotels (the Rigi-Kulm on the summit, and the Rigi-Staffel, a few hundred yards farther down), whence you can view either sunrise or sunset with the minimum of discomfort, I think I have said enough to account for its world-wide popularity.

There are several other fine mountains around the lake, all being provided with mechanical transportation to their summits. Perhaps the most popular one is Pilatus, with an unforgettable view of Lucerne, 5,600 ft. below. According to one legend, a small, dark tarn on this mountain became the final resting-place of Pontius Pilate, who had killed himself from remorse in Rome, but whose body was rejected by the Tiber, the Rhône and the Lake of Geneva. His evil spirit haunted the mountain and was a real terror to the inhabitants of the district down to the close of the sixteenth century, when the parish priest of Lucerne, before witnesses, defied the spectre by throwing stones into the tarn and came off scatheless. But it is doubtful whether the legend gave rise to the name or the name to the legend. Some authorities believe the word to be a corruption of Pileatus (capped), referring to the clouds which generally rest upon it.

VITZNAU ON THE LAKE: This little town nestling at the western foot of the Vitznauer Stock is the starting-point of the Rigi Railway Opposite the station a granite block commemorates Nikolaus Riggenbach, who built the railway. The main road leads along the lakeside to Gersau. Beyond Vitznau are two bold promontories called the Nasen (noses), which reduce the lake to a ½-mile width.

"SOUND AND LIGHT" IN FRANCE

There is no more satisfying after-dark entertainment in Europe than the "Sound and Light" performances given during the summer at various historical buildings in France. Among the outstanding ones are those at Versailles and Vincennes, both within convenient reach of Paris, and at the châteaux of Chambord and Chenonceaux, in the Loire Valley. At the same time, anyone planning a holiday in France should enquire from the French Government Tourist Office (178, Piccadilly, W.1) what performances are available in the districts likely to be visited. There are, for instance, "Sound and Light" performances on the romantic Iles des Lérins (off Cannes), at the Palace of the Popes in Avignon, at Lourdes, and, of special interest to the English tourist, at Falaise, in Normandy, where the old, romantic story of William the Conqueror lives again. Even those persons with an elementary knowledge of French can follow the sound part of these unique displays.

AT THE SOUTH-WEST FOOT OF MOUNT RI A quayside is laid out with flower-beds by through pastures and woody slope

LERNE ON THE VIERWALDSTATTER SEE: This capital of the canton lies on the lake at the efflux of the Reuss and is partially enclosed by walls with eight watch-towers erected in 1385. Its general position facing the snow-clad peaks of the Alps is very striking. The Reuss divides the town into two parts, connected by six bridges, of which the See Brücke was built in 1869. The Kapell Brücke and the Spreuer Brücke have been restored many times, and are roofed over.

GI: The picturesque town of Weggis is well known for its large orchards and market gardens. Even the pleasant walk may be taken past the Church in the Oberdorf to the view tower of Rigiblick and thence way of Greppen to Küssnacht. Westwards along the lakeside is Hertenstein and eastwards Vitznau.

A third favourite among the Lake of Lucerne mountains is the Stanserhorn, a pointed summit opposite Pilatus, on the south-east side of the small arm of the lake taking its name from Alpnach. This is far greener than Pilatus, clear to the crest, while there is a good hotel and restaurant at the top of the mountain.

During the midsummer months climatic conditions in the lakeside resorts can become stuffy, and for those who prefer to stay at higher and cooler levels I can recommend the Burgenstock area, 1,500 ft. above the lake and reached by a seven-minute funicular ride from the lake-boat halt called Kehrsiten-Burgenstock. On this lofty ledge there is a remarkable hotel empire—the palatial Grand, the luxurious Palace and the more moderately-priced Park. All three are directed by Mr. Fritz Frey, a wealthy Swiss industrialist. Among the various amenities offered by this group are golf, tennis, motor-boating and a heated, landscaped swimming-pool with an underwater bar whence you can watch the swimmers from an unusual angle. I need hardly add that the view from this spot is superb, and there are opportunities for good walks in the surrounding hinterland and tree-covered slopes and pastures.

An even more bracing resort, although it is some distance from the Lake of Lucerne, is Engelberg, which means "Angel's Mountain." It is some 25 miles from Lucerne by car or you can take the steamer to Stansstad and go the remainder of the way by electric train. This charmingly-situated mountain village is rather an old-fashioned kind of resort, and for that reason I like it very much indeed. From it there is a funicular to Gerschialp, whence an aerial railway brings you to Trubsee, and a superb view. Then, if you walk around the edge of a mountain tarn to a chair-lift, you will be hoisted, in eighteen minutes, to the Jochpass.

On thinking back over the district covered by this article, it seems as if I had left out many spots endeared to generations of British visitors; but I hope I have said enough to convince you that the Lake of Lucerne is a happy hunting-ground for those who wish to stay awhile in a land of scenic enchantment.

FOR FURTHER INFORMATION

Swiss National Tourist Office, 458, *Strand*, *London*, *W.C.2.*
Swissair Ltd., 126, *Regent Street*, *W.1.*
Swiss Travel Service Ltd., 69, *Ebury Street*, *S.W.1.*
There are also helpful local information offices in Lucerne, Engelberg, etc.

The World of Books: By VERNON FANE

BIOGRAPHY AND AUTOBIOGRAPHY

Mazo de la Roche's Own Story; a Selection of Autobiography and Biography; and the Latest Fiction

WITTY people, even when they are historical figures, are not always taken as seriously as their more solemn fellows, but among the many wise and sensible things that Disraeli said was one phrase that has a great deal more than mere facility of expression. "Read no history: nothing but biography, for that is life without theory." That was Disraeli's advice and it is becoming more and more easy to follow, since the stream of biographies and autobiographies is not perceptibly slackening and the variety is immense. In a representative week like this there are books by people about themselves and books by people about their travels *and* themselves, and each one of them makes a strong appeal to the imagination.

RINGING THE CHANGES (Macmillan. 18s.), for instance, is the story of Mazo de la Roche's life up to the opening years of the war when, reluctantly, the author of all the Whiteoak chronicles left London for Boston and, after that, for the Canada in which her millions of readers generally imagine her. This book reflects her warmth of feeling, and the constant interest which family matters, real or fictional, always must have for her, but, oddly enough, it is far more erratic in its planning than any of her novels. That, too, in its revelation of the sprightliness and spontaneity of her character is a reason for cherishing the biographical form.

The Venerable Archdeacon W. Ashley-Brown has written his reminiscences and if that sentence conjures up nothing but the tranquillity of a cathedral close or a diocesan conference, it will give you no idea at all of what is as lively, as travelled and as adventurous a book as any in the present collection. To begin with, Archdeacon Ashley-Brown is an Australian who was a padre in the "outback" by way of apprenticeship in Holy Orders. Later he served as chaplain in Gallipoli and on the Somme with units of the Australian Army and, later still, joined the Indian Army, living in that country, which he greatly loves, for twenty years. Elsewhere he has been rector of a beautiful Kentish parish—typically during the Battle of Britain period, when the place was badly blitzed; Dean of Gibraltar Cathedral in the latter part of the war, and a traveller in Spain and the Arabian coast country. MEMORY BE GREEN (Hutchinson. 18s.) is a book full of vigour and a genuine quality of loving kindness.

AT A FOYLES LITERARY LUNCHEON: At the top table, from left to right, are Mr. Randolph Churchill, Sir Robert Boothby, who was chairman, and Sir Norman Birkett. The luncheon was in honour of Mr. Randolph Churchill to mark the publication of his new book, *What I Said About the Press.*

PERSONAL AND ORIENTAL (Hutchinson. 25s.) is a volume of memories and travel experiences, recent ones, told both episodically and reflectively. Mr. Austin Coates, who has lived and voyaged in the East, begins the present book with a description of present-day Japan and moves on to Hong Kong, Manila, Rangoon, Moulmein and the India that he, too, loves and understands. The end of his journey from the East back to Europe finds him in the "Incomparable City" of Istanbul and from there he journeys back to London. This, in every respect, is the antithesis of the tourist's book, for the author writes, as it were, from the inside towards the outside. I recommend it to you with enthusiasm.

There is more travel with the next two books, which deal respectively with archæology and the movement of a people. CITY IN THE SAND (Bles. 18s.) is by Miss Mary Chubb, who writes about a "dig" in the Mesopotamian desert at Tell Asmar, where loneliness, discomfort and terrifying sand-storms were compensated for by some magnificent finds of statues undisturbed for thousands of years.

THE LAST MIGRATION (Hart-Davis. 16s.) is the story of a year in the existence of a tribe, 100,000 strong, in Persia: a nomadic, pastoral people who, twice every year, make a long and hazardous journey over mountainous country and who currently have a new problem to face in settlement. Mr. Vincent Cronin visited Southern Persia to study them and in this remarkable, almost spell-binding book has not only told the reader an immense amount about them but has virtually written a biography of the Ilkhan, the man with absolute command of the tribe and very much of a character in his own right. Persians have been story-tellers from time immemorial: they would approve this story about some of their number, true and unembroidered as it is.

To be Attorney-General to Elizabeth I and Chief Justice under James I argues not only a long span of life but of resilience. Such was, in part, the career of Sir Edward Coke who is the subject of Mrs. Catherine Drinker Bowen's biography, THE LION AND THE THRONE (Hamish Hamilton. 42s.). Sir Walter Raleigh, without the aid of counsel, fought for his life against him in court; the Earl of Essex was prosecuted by him for treason; he arraigned the eight young men of the Gunpowder Plot and they, too, were found guilty. It is a revelation and not a consistently agreeable one, to see their cases and many others from the reverse side of the medal, and Mrs. Bowen should be congratulated on the scope and profundity of her long and erudite study of the man and his times.

As for the novels this week, which are a finely representative lot from England, the United States and points east and west, they lead off with Miss Vicki Baum's WRITTEN ON WATER (Michael Joseph. 13s. 6d.), which is not only the best thing she has done since *Grand Hotel* but, if one were to re-read that early success, probably a more accomplished piece of work. In one, the scale was large, the organisation of the material as meticulous as in the subject itself; in the new novel, the scale is smaller, the cast more compact and the dramatic effect at least as strong. The setting, for the most part, is Mexico and the characters, for the most part, American. It is exciting, highly civilised and all the proof that anyone needs that Miss Baum's imaginative touch improves with the years.

HER GRACE PRESENTS . . . (Collins. 13s. 6d.) is a romance which, regarded objectively, should have had its fair share of saccharine. In actual fact, although many of the ingredients of a sugary fairy-tale are there, the author, March Cost, makes them palatable to almost any taste and has written a story which leaps lightly over intervals of time and style to reach an extremely readable and fairly solid finish.

THE WHISTLING CHAMBERMAID (Robert Hale. 10s. 6d.) is by Miss Naomi Royde-Smith and is another romance, this time with a pleasantly melancholy ending. Here is an author who is qualified to write about theatrical matters without either rose glasses or blue pencil and those passages which touch most exactly on the business of the stage in this country are admirably well done. The period is between the last two wars, the setting Wales and London, the mood elegiac.

The next three books take us far afield, beginning with a South Sea Island in the '20's, the setting and period of Mr. Louis Golding's MR. HURRICANE (Hutchinson. 15s.). Despite the lavish and exotic scenery, however, the author is still writing primarily about people, a trait in his style for which we should be grateful considering how often he has written about Doomington. Mr. Golding's novel is another that is highly readable and the author's ebullience, in treatment and dialogue, is there as dependably as ever.

THE SPIRAL ROAD (Hamish Hamilton. 18s.) deals with the highly colourful affairs of a group of Mr. Jan de Hartog's characters in Indonesia, or the Dutch East Indies if, like me, the old name is still more significant to you. Mr. de Hartog has an exuberance of imagination on at least the same scale as Mr. Golding's and in this long book he not only gives it full rein, he takes a switch to it. I enjoyed much of the book as I think others will, but it is not a book that has been lightly written or that can be lightly read.

Mr. William Eastlake's novel, GO IN BEAUTY (Secker and Warburg. 16s.), may not have the widest possible appeal, since it is concerned with two brothers living in the south-west of the United States and deeply affected by the life of the Indians whose land it once was, but that does not prevent it from being a book of distinction with a haunting quality of the truly and memorably authentic.

Without possessing the scholarship of Lafcadio Hearn, that brilliant man of letters, who revealed an idealised Japan to the Western world, and without the benefit of a long sojourn in Japan, Colin Simpson presents the country as it is to-day in a most engaging book. He calls it PICTURE OF JAPAN (Angus and Robertson. 21s.), and both in red-mapled autumn and blossom-filled spring he asks us to share in his enjoyment of its glories. As a commentator Mr. Simpson does not penetrate very deeply into the Japanese way of life. Sufficient for him is the fact that he finds it pleasurable. He admires its forthright attitude on marital questions and indeed, wherever he goes and whatever he does, he finds much to admire and little to criticise. He considers the Japanese a bland and subtle people, and because he has no full and fluent knowledge of their language he wisely abstains from the role of critic. Over and above all Mr. Simpson sees the Japanese as a resilient people whose diligence, skill and energy are bringing them once again to the forefront of the world of commerce. The generous use of colour photographs is not the least feature of this very beautifully bound and presented book which for many people will certainly help to bring a still rather remote land into focus.

Norman Douglas is acknowledged as a master of satire, although his manner of presentation may sometimes be accounted a shade tedious, not least in *South Wind* where his ironical and deep, biting wit tends to lose force amid the spate of words. As a travel writer Douglas was superb, and perhaps his best work was *Old Calabria* which clearly belongs to the great tradition of English travel books. SIREN LAND AND FOUNTAINS IN THE SAND (Secker and Warburg. 30s.) are surely in much the same category as *Old Calabria*, and it is good to see them reprinted in this excellent though not inexpensive edition. *Siren Land*, Norman

JAPAN

In Red-mapled Autumn and Blossom-filled Spring

Douglas's first book, which was published in 1911, deals with the Sorrentine Peninsula and the region round Naples. On these "odorous Siren heights far removed from duty's sacred call" he takes us on a summer tour of leisurely and erudite contemplation. He does not forget the while to castigate the Bourbons for their baleful influence upon the region and remembers to put in a good word for Tiberius, that reformed rake in reverse. *Fountains in the Sand* has its setting in Tunisia, and in common with *Siren Land* has triumphantly survived the passage of time. Of its literary qualities there can be no gainsaying, and as to its factuality there is the remarkable testimony of an R.A.O.C. officer of the Second World War who declared that topographically it had been of inestimable value in the conduct of operations. Douglas would no doubt have found that testimony irresistible.

Oceanographic research is a new and exciting field of exploration, but not necessarily exciting to the layman, or, indeed, readily understood. Helen Raitt, the only woman who went on Expedition Capricorn, accompanying her husband Russell Raitt, Senior Geophysicist, on board the *Spencer F. Baird* on its journey of 20,000 miles across the South Pacific, has attempted the difficult feat of explaining the expedition in simple terms and, moreover, she has leavened the hard scientific facts with a mass of background material that reflects the writer as a keen and joyous observer of life. EXPLORING THE DEEP PACIFIC (Staples. 18s.) is a book with a pioneering flavour. Helen Raitt makes us feel that her companions aboard the *Spencer F. Baird* are truly breaking new ground in world exploration.

As we are now on the verge of the holiday season here are three books of interest to carefree folk who will be hitting the highroads of Britain. First and foremost is G. Douglas Bolton's PRESENTING BRITAIN (Oliver and Boyd. 30s.), a lavish piece of work of special appeal to the visitor reaching these shores for the first time. In sixty-four photographic illustrations, twenty-eight of which are in colour, and in 200 pages of text packed with descriptive detail, Mr. Bolton has indeed captured the spirit of the country. His approach to Britain is regional and emphasis is laid on good routes for motorists and cyclists. Brian Vesey-Fitzgerald, that most knowledgeable countryman, introduces HISTORIC TOWNS OF ENGLAND (Odhams. 12s. 6d.). This pictorial volume takes us on an armchair tour of much interest, and Mr. Vesey-Fitzgerald is a brilliant guide. He helps us to understand how greatly the traffic changes of the eighteenth century have worked their influence upon the pattern of town and village; transport which had hitherto been both difficult and uncomfortable becoming, in a few short years, comparatively easy. In the same series is NORTH WALES IN PICTURES (Odhams. 12s. 6d.), which has an introduction by Lady Megan Lloyd-George, the M.P. for Carmarthen.

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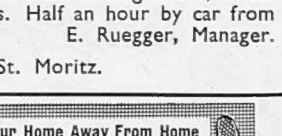

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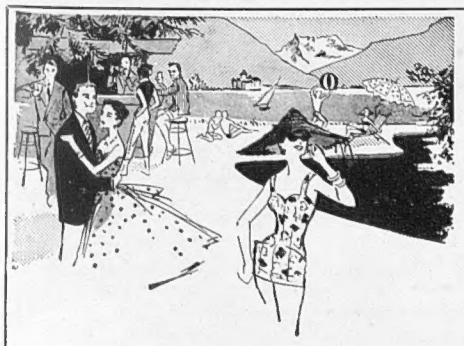

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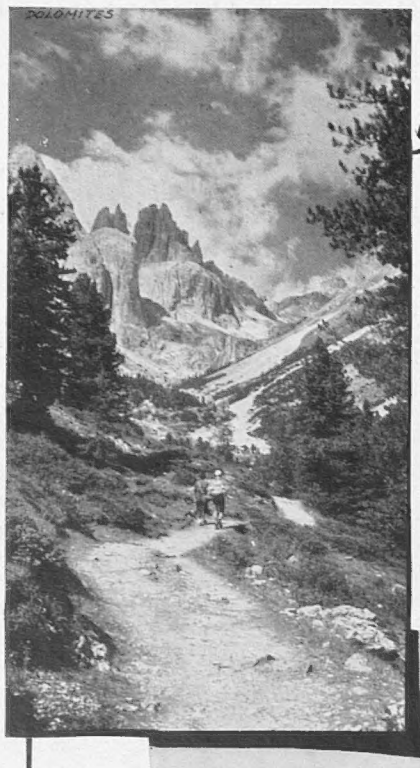

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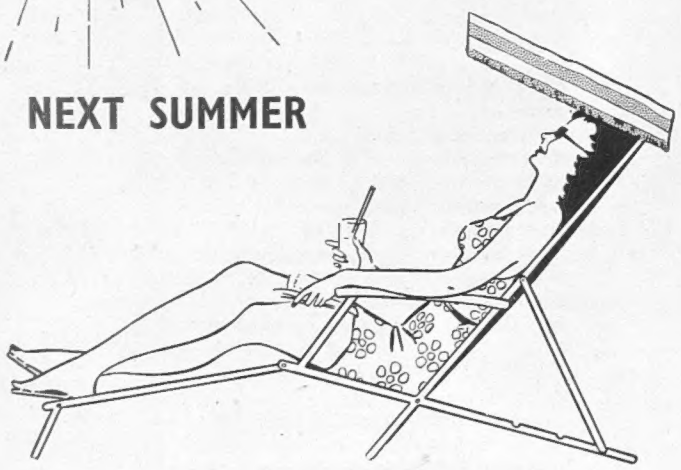

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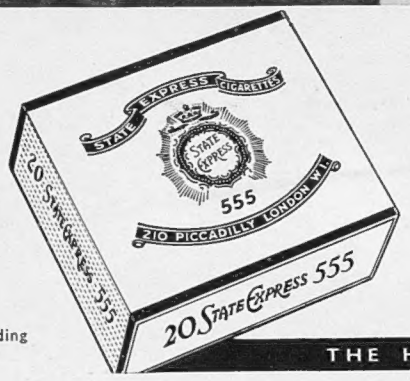

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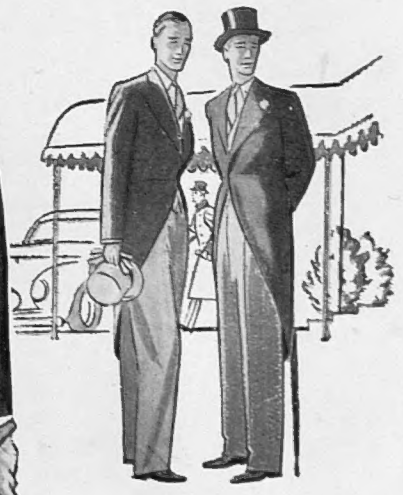

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